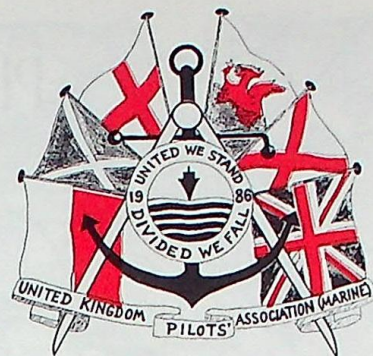


THE PILOT

JANUARY 1994

No. 236



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

Editorial

As this is the first issue of 1994 may I wish all readers a Happy and Prosperous New Year. I cannot match the rider which appears in the December *NZ Pilot* wherein the editor entreats his colleagues "to have a pleasant summer piloting or holidaying". I wonder, do antipodean ships swing naturally to port in the southern hemisphere, like the bath water? Or do they swing any way but the way you planned it, like in London!

Our Annual Conference, ably hosted by the Spum Pilots, has been and gone. Despite the fall in the inflation rate UKPA(M) costs must inevitably continue to rise as our numbers shrink. The Treasurer has to walk a financial tightrope to balance our budget. Reading the District Reports it would seem that pilots' incomes, at least in the larger ports, continue to rise in line with costs.

Why have British pilots never thought "big" when it comes to financing the UKPA(M)? Why do we restrict our administrators to a bare bones charter whilst they are trying to serve our professional community? I believe the answer is in two parts. First, we are wary of the excesses of administration costs known to occur in other professions such as the health service and the law, and by restricting income we believe we restrict the opportunity to overspend. Second, by tradition handed down to us from our pensionless, self-employed predecessors, we consider any deduction from our money not required by law as highly suspect and to be resisted strongly.

Having pontificated on finance I will do a *volte face* and ask if there is not one area in which we actually waste money, our Annual Conference. If you read the Minutes of Conferences past you will find remarkable similarities occur in each year's Agenda Items. Would not a written report one year, followed by a verbal report the next, do just as well? This way we need only have a full Conference once every two years with an annual written report produced in the intermediate years. A great drop in the Treasurer's Debit Column. I realise that elections and budgets are an annual event but it is not beyond the wit of man to organise this without travelling 300 miles to put ones hand up.

Whether you be a senior pilot or have just joined, write to *The Pilot* magazine. We will print your opinions.

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

Feature

The Port of Manchester

The first 100 years

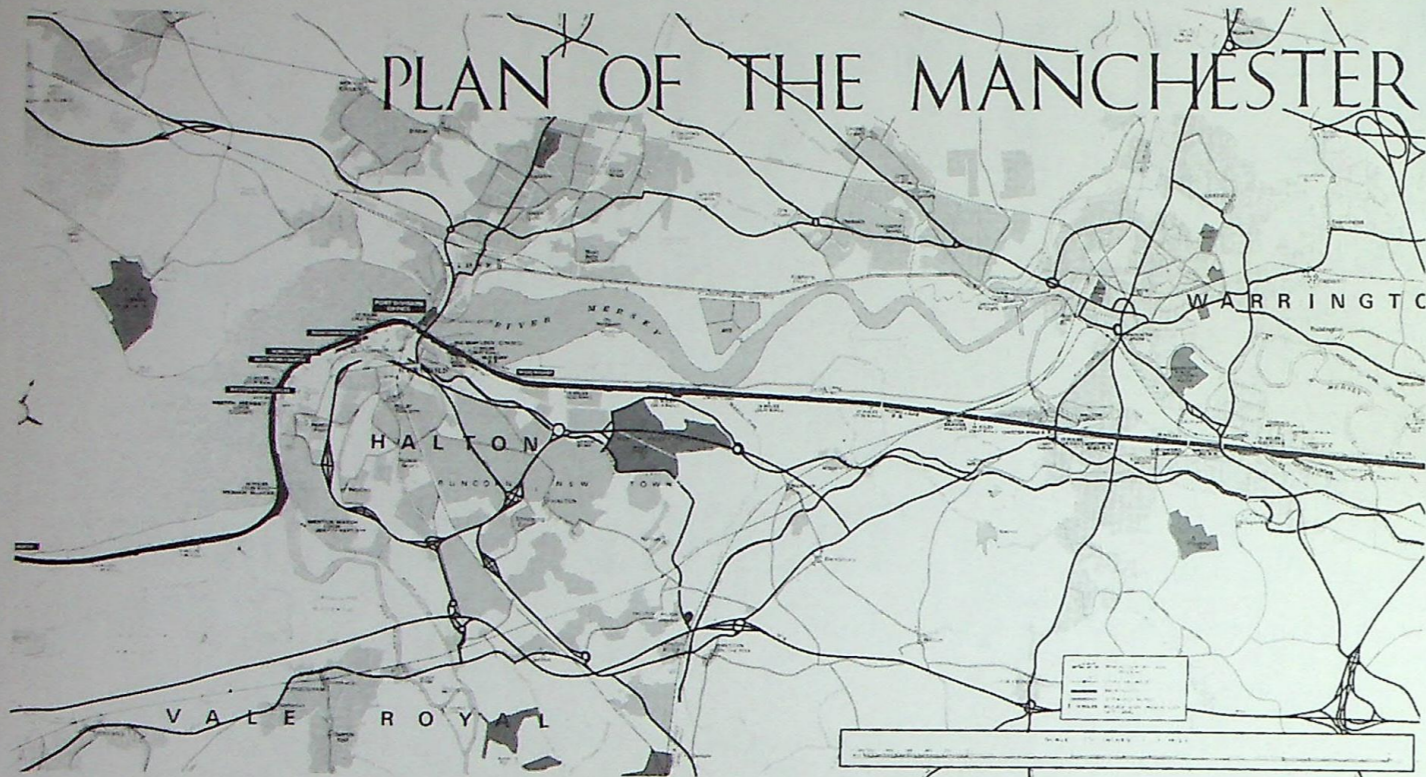
In the last century what is roughly now known as Greater Manchester had an abundance of woollen mills and cotton mills, an abundance of coal to provide the power and an abundance of water, a necessity for the process of turning the basic materials into the fine materials for which Lancashire was famous. There was also a large workforce whose livelihoods were totally dependant on the mills. They were not paid very much for their labours, and they worked long hours. The only thing not in abundance was the raw cotton and wool, the basic materials upon which they depended. For these they had to rely upon the docks of other ports and on the railways. There was no other way for the wool and cotton to get to the mills other than via the ports and the railways, so the port and railway operators saw an opportunity of making vast profits at the expense of the mill owners. The idea of bypassing other ports and railways was therefore born, an idea that finally culminated in the Port of Manchester, a port that was for one short period the third port in the country in terms of cargo throughput. It stretches from the Woden Street Foot Bridge in Manchester to a point outside the locks at Eastham, yes the port does start outside the locks, although the pilots change over in the locks at Eastham.

The History of the Canal

The waterway between Manchester and the Mersey Estuary was the only way of moving large quantities of goods, and indeed passengers, in the 17th. and 18th. centuries. A survey in 1633 produced a map where the rivers between Warrington and Manchester meander so much that the beeline distance was about 11 miles while the waterway covered 23 miles. A century later the waterway was shortened by the establishment of the Mersey and Irwell Navigation, with lock dimensions of 72ft by 16ft for drafts of up to 8ft. By the 1800s the Bridgewater Canal was in operation, with a single level from Runcorn to Manchester, thus saving lockage time. The two companies were later to merge under the threat of the railways, which began carrying goods and passengers on the Liverpool - Manchester lines after 1825. Certainly the railways were a success, and made excellent profits, but commercial pressures brought the ideas of a ship canal to the fore. In 1880 the procedures began and Liverpool authorities spent over £3,000,000 opposing the three Acts of Parliament before the Manchester Ship Canal Company Act of 1884 was passed. Work began on cutting the new waterway immediately, but it was not until 1894, 100 years ago, that the Canal

In This Issue

Editorial:	John Godden	EMPA	
The Port of Manchester		The U-Boat	Jim Boyce
1894 - 1994	Malcolm Watts	Coastlines	
Pension News:	Jan Lemon	Obituaries	
Technical Committee Report		Retirements & Recruitments	
	Mike Irving	Letters	
1993 Annual Conference Minutes		David Balderston	
IMPA		George Woollard	



was ready for sea-going vessels from the Mersey to Manchester.

The new Canal encompassed the existing ports of Runcorn, Weston Point and Frodsham, the latter at one time being the superior port to Liverpool. Frodsham lay on the seaward end of the River Weaver which, like the rivers Mersey and Irwell had been canalised at the end of the 18th. century. These ports were really based on the important salt trade from the mines around Northwich, not only to Liverpool, but also coastwise and occasionally to Norway and the Baltic. There was also the developing chemical industry using sodium chloride. The Upper Mersey Estuary carried this traffic and was not the easiest to navigate with 30ft tides and ever-changing, narrow and tortuous channels. Strangely though, there was no established pilotage above Liverpool although we know that in 1696 a Dumfries vessel called at Liverpool inward bound, to obtain a pilot for Frodsham. The fee for carrying the ship up to Frodsham was 9s. 6d.

History of the Pilot Service.

When the canal opened there was a call for pilots and at least 10 of the 15 regularly working pilots on the upper estuary were granted licences. The licences were issued like confetti and in the first three months 134 pilots, many of whom were coasting masters, were offering their services. However the initial trade was not prolific enough for most and the numbers, after the first couple of years, dwindled rapidly. A significant number of Liverpool pilots were granted licences - for the appropriated pilots this was almost mandatory. This meant they conducted their vessels from Lynas to the Mersey and then up to Manchester, which

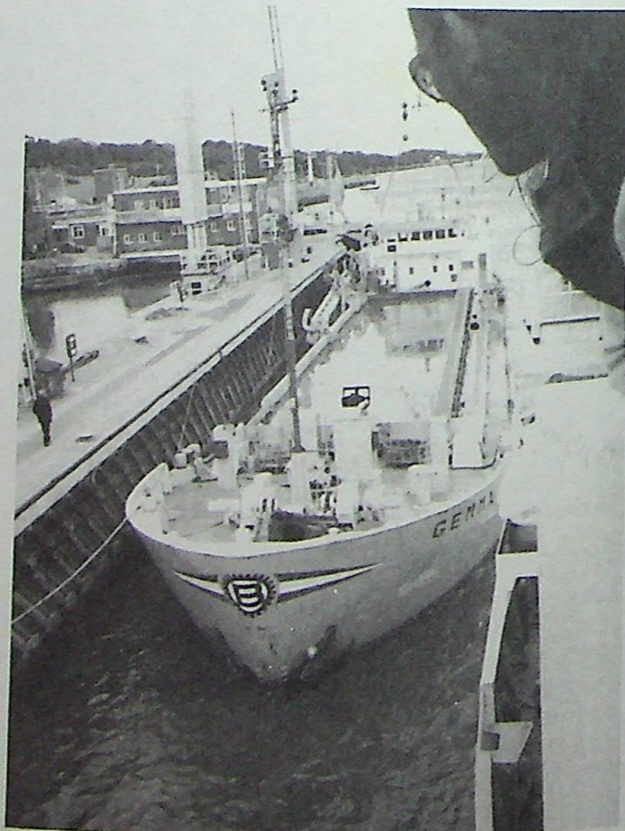
needed a total of at least 20 hours and occasionally as long as 36 hours, with the final stretch in a narrow waterway needing intense concentration.

An innovation was the introduction of assistants to pilots. These helmsmen rapidly gained expertise in steering vessels along the canal and their use facilitated smoother and faster passages. The shipowners and agents were willing to pay for this and so a Helmsmans' Service was established. It was soon to become the sole source of new pilots. Applicants for a pilots licence were required to have worked as a Helmsman for at least four years. The Manchester Pilots began, individually, to join the UKPA about 1905 and the Manchester Ship Canal directors instituted a formal pilotage committee to take over the work of the former directors committee to manage the Pilot Service.

When the first World War began the Ministry of War Transport requisitioned most of the ocean-going vessels and managed them through Naval Officers in the respective ports. At Manchester the Naval authorities appointed just over half of the Pilot service to work on their vessels. This left the remainder with all the small and reducing number of coastal vessels. Several of these pilots returned to sea

or joined the Forces, some became part of a contingent of Royal Engineers moving canal craft around the Belgian and French canals. Two brothers, one a pilot and the other a helmsman, lost their lives while doing this.

The introduction of the 1913 Pilotage Act did not really take effect until after the end of the war. Then the Manchester Pilotage Committee refused to renew the Liverpool pilots licences. Several of the appropriated



Eastham Lock entering the Canal



pilots appealed to the UKPA and initially the Secretary supported their appeals, but when the situation was explained, had to admit that the 1913 Act did not allow such dual licences.

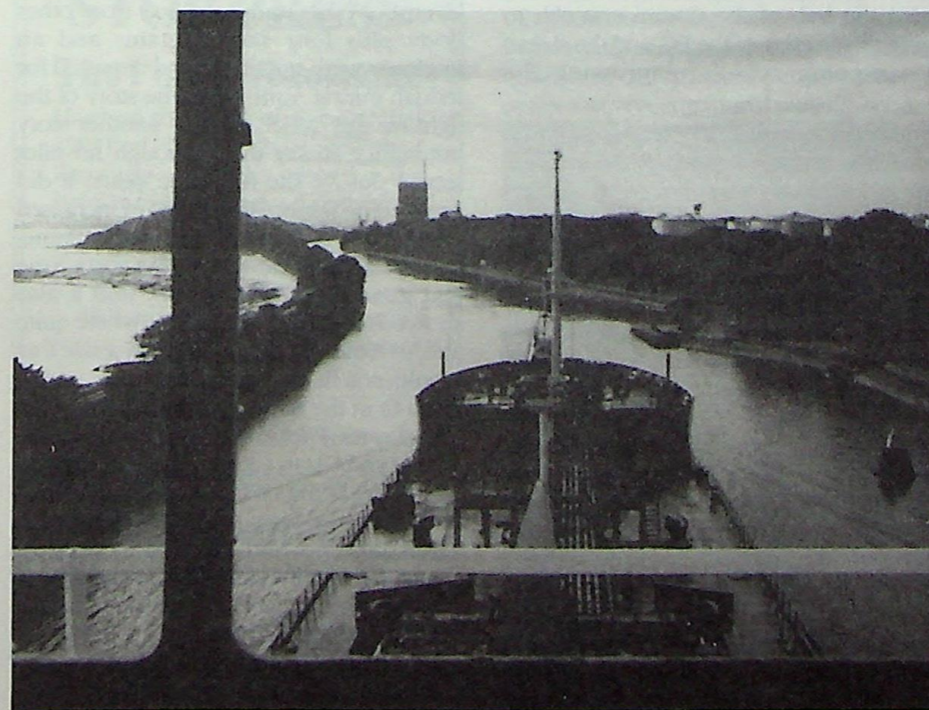
The Service then settled down to a steady working routine and pooling of earnings began in 1922. Every pilot was required, in 1923, to have a telephone, however, one pilot refused to have 'a new contrivance' in his home until the Pilotage Committee threatened to cancel his licence. Four months later his telephone was out of action - he had not paid his bill!!

Even through the Great Depression of

the 30s traffic on the Canal remained steady with a small increase. The pilot strength varied from 25 to 30. At the outbreak of the Second World War the Canal was somewhat busier, but it was the upsurge in traffic in the late 40s and early 50s which took all by surprise. The number of pilots rose to 42. In 1954, after a strike by pilots, a further nine pilots were appointed. Shortly after there was a Ministry of Transport Inquiry which improved conditions somewhat although much of this was included in the Letch Inquiry a year later. Traffic continued to increase until 1968, and at one time the pilot strength was 85.

The Canal

The Canal is 36 miles long and the Salford Docks are approximately 60 feet above the water level at Eastham. Apart from the entrance locks at Eastham, there are four sets of locks comprising one big lock 600ft x 65ft and one small lock 350ft x 45ft. The main areas for cargo are at Ellesmere Port, Stanlow, Runcorn, Partington and Salford, although now we are down to only a few berths at Salford and the dry-docks, which are still being successfully operated. Of the original nine separate docks at Salford there is only one berth in No 9 dock and Salford Quay left. The main area of what used to be Manchester Docks has now been redeveloped. The maximum size of vessel able to go to Manchester is 530ft overall x 63ft 6in beam and 18ft draft. Vessels of the old maximum draft of 26ft 6in can now only go as far as Runcorn. The maximum size of vessels as far as Ince, the Stanlow Refinery berth is 560ft x 72ft x 28ft 10in, although vessels up to 75ft 7in may be accepted at reduced draft, the big lock at Eastham being 600ft x 80ft. Above the Runcorn Railway Bridge we have a maximum air draft of 70ft 9in, facilities being provided at Eastham for the removal of masts and/or funnels. The bottom width of the canal is 120ft, except where there are berths, bends and locks - it was quite exciting for two ships of 60ft beam to pass in such circumstances. It was the norm, a day to day occurrence to the pilots and helmsmen, but I can understand why masters, unused to the Canal, went ashen white. It is told that car keys have been passed from hand to hand between pilots, while such ships have passed, and I have no reason to doubt it. The Queen Elizabeth II Dock at Eastham has an entrance lock 807ft



At 'Jack's Castle', one mile in from Eastham

x 100ft and can receive vessels up to 685ft x 93ft x 32ft 10in draft, which equates to a tanker of approximately 40,000 tons deadweight. There are nine overhead bridges, six swing bridges and one swing viaduct which carries the Bridgewater Canal over the Ship Canal. We are soon to have a lifting bridge which is lifted using, I understand, some kind of worm gear - it sort of screws its way up! The official opening of this bridge will be part of the celebrations of the Manchester Ship Canal's One Hundred Years.

Events to mark the Centenary will take place throughout the year and along the length of the Canal. There will be talks, seminars, cruises and exhibitions with the weekend of May 21st-22nd, the anniversary of the opening, being the focal point, there being a gathering of ships and boats in Salford Docks with quayside entertainment and fireworks. There is to be a narrow boat rally in June, a cycle ride from Eastham to Manchester and a number of cruises by ferry from Liverpool to Manchester.

The main cargoes that are handled now are bulk liquids - oil, spirits and chemicals - and maize to Cerestar Flourmills at Trafford Park. To a lesser extent there is an export trade of scrap metals, general cargoes to Ellesmere Port and aluminium ingots from Russia, but I think every port has that trade! Ellesmere Port has a motorway running alongside and this has generated a number of heavy lift cargoes. One of the more unique trades that we have recently lost is the import of Guinness to the bottling plant at Preston Brook. They can now make it in concentrated form, deliver it in road trailers via the Ro-Ro ferries and then add water before bottling, or so I believe. So much for a dark pint of "Liffey Water"! The Canal Company works hard at attracting new trades but once again we are at the mercy of high charges for vessels transiting from the Liverpool Bar to Eastham.

We enjoy a very good relationship with



Passing vessels in the 'Wide' below Latchford High Level Bridge

the Liverpool Pilot Service, both professionally and socially, and I hope that this will long continue. During the discussions on re-organisation, one possibility explored was the amalgamation of the two services. This did not happen, as we all now know, but what of the future? Maybe, as pilotage has to become more streamlined and efficient there will be some form of combined service again, as there was in the beginning.

The Last Twenty Years

It must have been sometime in the Seventies it became apparent that the future of the Port was going to change, a change that some could see and others could not, or indeed would not. The downturn in our manufacturing industries, the change from being the hub of the Commonwealth to being on the edge of the EC, and the size of Ocean-going vessels outgrowing the

physical limitations of the Canal, all had their parts to play in the lessening trade to the Port. We saw our earnings reducing with no foreseeable safety valve of retirements to help us. Every retirement that came along was no longer replaced from our Helmsmen Service, the last promotion being in 1976. In 1983 an advertisement appeared in one of the national newspapers asking for Pilots for a contract in the Middle East and with tongue in cheek a letter was sent in reply offering ten pilots for the contract. We could see a short term solution to our problem of declining income. In the three years of the contract there would be a number of retirements from the Service so that on the return of the seconded pilots the overall numbers would be down. After a considerable amount of hard work and hard talking thirteen Manchester Pilots, five Liverpool Pilots and five Pilots from other Ports plus four Port Captains and an Engineer were signed up and departed for Jeddah during April 1984. The story of the fight for this 'relief valve' is another story but suffice to say that, although no pilot stayed out for the full three years, it did prove to be a success in terms of increased earnings for those who remained at home, steady earnings for those who went, (the real good times were over!), and it also showed that Manchester Pilots were quite able to handle and pilot ships of a size that would not fit in the River Mersey, never mind fit in the Canal. Without a doubt the Manchester Pilots who went to Jeddah, Yanbu and Gizan acquitted themselves very well, there being only one major incident - the cost of which was said to have exceeded £1,000,000 - and the pilot concerned stayed on to pilot afterwards. For those of you who know the system in Saudia, that was vindication indeed.

When all the seconded pilots had returned the early retirement scheme was being negotiated and a future streamlined pilot service was within sight. We, in Manchester,



The Shelltrans and Thuntank 8 at No 2 Dock, Stanlow

PENSION NEWS

The Goode Report

Pension Law Review Committee

Professor Goode, Chairman of the Pension Law Review Committee published the committee's 1,000 page report on 30th September 1993. The report, which has been welcomed in general by the pensions industry, had to strike a balance between ensuring the security of member's benefits and not discouraging employers from providing good occupational pension schemes. After all, employers are not compelled to make pension provisions for their employees in the first place!

The report made 218 recommendations and it stressed that these formed an integrated package with one area dependent upon another to achieve a more secure, fairer and cohesive framework for pension schemes.

There will be much discussion in the industry before legislation is passed, which will not be until 1996 at the earliest. However consultation documents are expected to be issued in December and the timescale for debate might be short. Some of the major areas include the following

Minimum solvency requirements, based on cash equivalents (for current members) and annuity rates (for current pension recipients), will be a significant topic of debate. The Fund's actuaries, Watsons, have expressed particular concern about the effects that the proposals might have upon employers' finances.

If Scheme members were not content with the composition of their trustee board they would be able to appoint at least one-third from within their membership.

A pensions Regulator would be appointed with overall responsibility for the administration of occupational pension schemes under a new occupational pension scheme act. This would cover the monitoring of repayments to employers of surpluses arising from actuarial valuations, the operation of the solvency requirements and the conduct of trustees. It would take the place of the Occupational Pensions Board.

The compensation scheme should be established to cover losses resulting from fraud, theft or other misappropriations and to be financed by a post event levy on all schemes.

Employers will continue to be able to close or wind-up schemes and to reduce or stop contributions subject to the minimum solvency requirements.

This is just a very brief summary of some of the main points that will be debated from both ends of the spectrum. If you would like to receive a free copy of the official 56 page summary of the report Pension Law Reform you should telephone the Department of Social Security Pensionline, 0345 825522.

UKPA(M) Conference 1993

Deborah and I were very pleased to be invited to attend the UKPA(M) Conference at Hull in November, it gave us the opportunity to put a few more faces to the names we know so well. We attended on the second day of the conference when pensions matters were discussed so that we could respond to any burning issues. Inevitably there were some questions about AVCs which Deborah ably answered. One concerned the ability to switch between with-profits, unit-linked funds and building society investments or within the various unit-linked funds themselves; Deborah confirmed that members certainly can switch all or part of their investments between any of the AVC vehicles but it can only be done at the Scheme's anniversary date on 1st October. You will probably all appreciate how volatile share prices can be and this is reflected in a number of the unit-linked prices; it is worth bearing this in mind as retirement approaches. The with-profits policies, although they have received poor press recently, do even out the peaks and troughs of equity markets and are thought to be more appropriate investment vehicles for those contemplating retirement within the next few years.

Another question concerned transfer values and the GMP. The Guaranteed Minimum Pension (GMP) becomes payable if you have been contracted-out of the State Earnings Related Pension Scheme (SERPS) because your employer would have to guarantee to pay you a minimum pension based upon earnings up to a certain level. If you leave that employer's scheme and become entitled to receive a deferred pension, part of the pension will be the GMP. If you join the PNPF as an employed pilot and decide to transfer your deferred benefits to the Fund the GMP will be included in the transfer but if you join as a self-employed pilot we cannot accept the liability for the GMP as you cannot become contracted-out of SERPS if you are self-employed. Any deferred pension over and above the GMP could be transferred though. The Fund's employed pilots have been building up GMPs in the Fund since they first became employed and thus contracted-out of SERPS, on 1st October 1988.

Pension Benefits

This quarter we shall cover deferred pensions although these will not affect many of you; we only have 26 in the Fund at the moment!

A deferred pension normally arises when a pilot leaves the UK pilotage service without an entitlement to receive an immediate pension ie; if he is under 50 years of age and is not in ill health. If the pilot were to

were able to incorporate eight of our Helmsmen, who have always been considered part of our Pilot Service, as second class pilots and with the number of members who initially left as part of re-organisation there remained 33 members. With further retirements, sickness retirements and sadly two deaths, our numbers are now down to 20 of the original service. We now have one new member, making our total service 21 pilots. Our numbers are dictated by the annual number of services we do, and we are at present at our correct strength. We are now entering another period of change, for our average age is high and within the next few years there will be almost a total change in the membership of the Manchester Pilot Service.

The Future.

The future of our Port, like every other port, is unknown, being at the mercy of the whims of the entrepreneurs, the shareholders and the accountants, all of whom do not worry too much about such things as job security for those who beaver away, making the money. The Canal, we are told, is in a very good position at the moment with regard to trade, so hopefully the near future is fairly rosy. Although the majority of the present pilots will not be here for very much longer, it would be nice if the Service to which we belong had a long future. It would be nice to know that the foundations which were laid all those years ago, and on which we have all built, will continue for another century.

Malcolm Watts
Manchester Pilot

STOP PRESS

The Port of Ramsgate

Hard on the heels of our October 1993 Port Profile on the Royal Port of Ramsgate comes the news that the Belgian ferries to Ostend are leaving Dover and re-locating at Ramsgate in 1994. It is understood this includes the passenger Jetfoil service.

All Ramsgate needs now is a road for the lorries to reach the harbour!

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.**

complete less than two years' service then a refund of his contributions will become payable. Otherwise we would calculate an entitlement based upon final pensionable earnings and all pensionable service completed to date of leaving, plus any pre-membership service, transferred-in service and topping up scheme service for members who joined the Fund before the end of 1986.

The pension would increase from 1st January following date of leaving by at least 3% per annum and would become payable from the age of 60. The pension can be postponed beyond age 60, up to age 65, provided employment (or self-employment) continued during that period. The pension would increase by 0.5% for each month of deferment after age 60.

Deferred pensions could be transferred to another occupational pension scheme or to a personal pension arrangement. A transfer value is calculated by using factors supplied by the Fund's actuaries and the administrators of the scheme, or arrangement, to which the Fund's pension could be transferred should provide illustrative figures for comparison.

I mentioned earlier that a deferred pension would usually arise when a pilot left the UK pilotage service. However it would also arise if a pilot opted out of the PNPf to join his employer's pension scheme for example. We would calculate the deferred pension in the same way but if the pilot wished to transfer to his employer's scheme, we would only transfer the amount that represented the pilot's benefits earned since April 1988. So if a pilot had joined the PNPf in 1983 and had decided to transfer to his employer's pension scheme in 1992, the Fund would retain a deferred pension based on 5 years' service (which would increase each year by at least 3%) and would transfer the value of the remaining 4/60ths.

A typical deferred pension calculation for a pilot who left the service at the age of 48, having joined in 1984, would be as follows:-

	Months
Service from 1.3.1984 to 31.5.1993	111
Topping Up Scheme Service	3
	114

Deferred pension payable from age 60
 $114/720 \times £18,400 = £2,913.33 \text{ pa}$

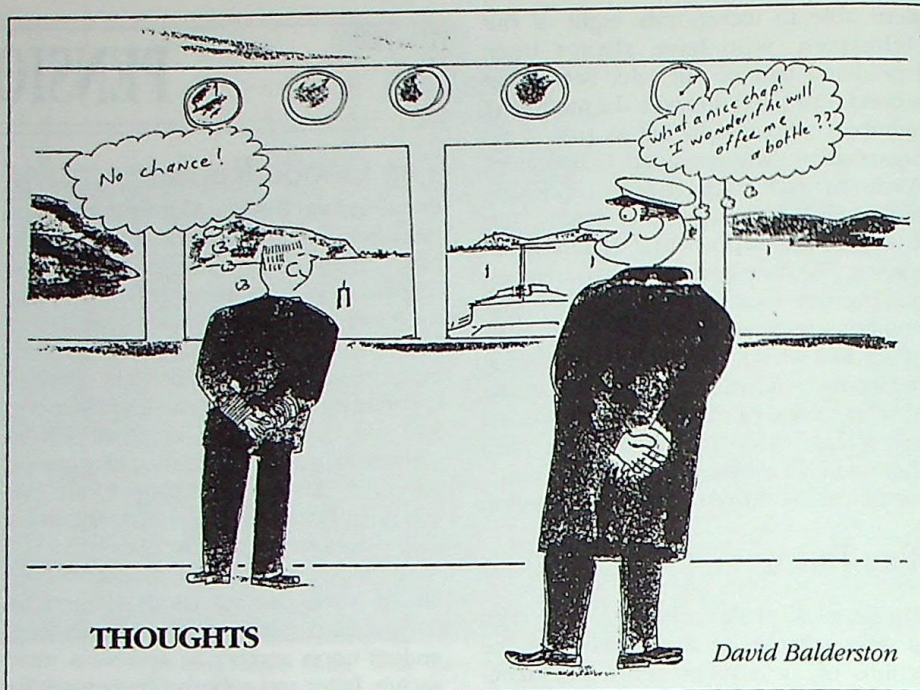
This pension would be increased at the rate of 3% plus any discretionary increases awarded by the Trust Company both before and after it became payable.

If the beneficiary continues to work after age 60 and wished to postpone the payment to, say age 61 when he intended to retire completely, the pension of £2,913.33 increased by at least 3% per annum for 11 years would be further enhanced by 6%, and yet another increase of at least 3%.

Next month we shall cover the calculation of a benefit that we all hope will not become payable, a death in service benefit.

Finally, the team wishes you all a healthy and prosperous 1994.

Jan Lemon



UKPA(M) VOTING ON PNPF MATTERS

CIRCULAR No.26/93(930761)

At the Annual Delegate Conference 1993 a rule amendment to allow voting on PNPf matters to be confined to PNPf members only was passed unanimously by the delegates.

The following amendment should be inserted into UKPA(M) Rule 19 and after paragraph 5.

Voting for the purpose of PNPf matters only shall be decided as above except that votes per district shall be in the proportion of one to every ten or portion of ten ordinary members belonging to the district and who are also PNPf members.

NOTE: An amended page 1.9 will be issued in order to update the relevant section of the Reference Notes For Marine Pilots.

Advertise in The Pilot

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

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: 0273-329866 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

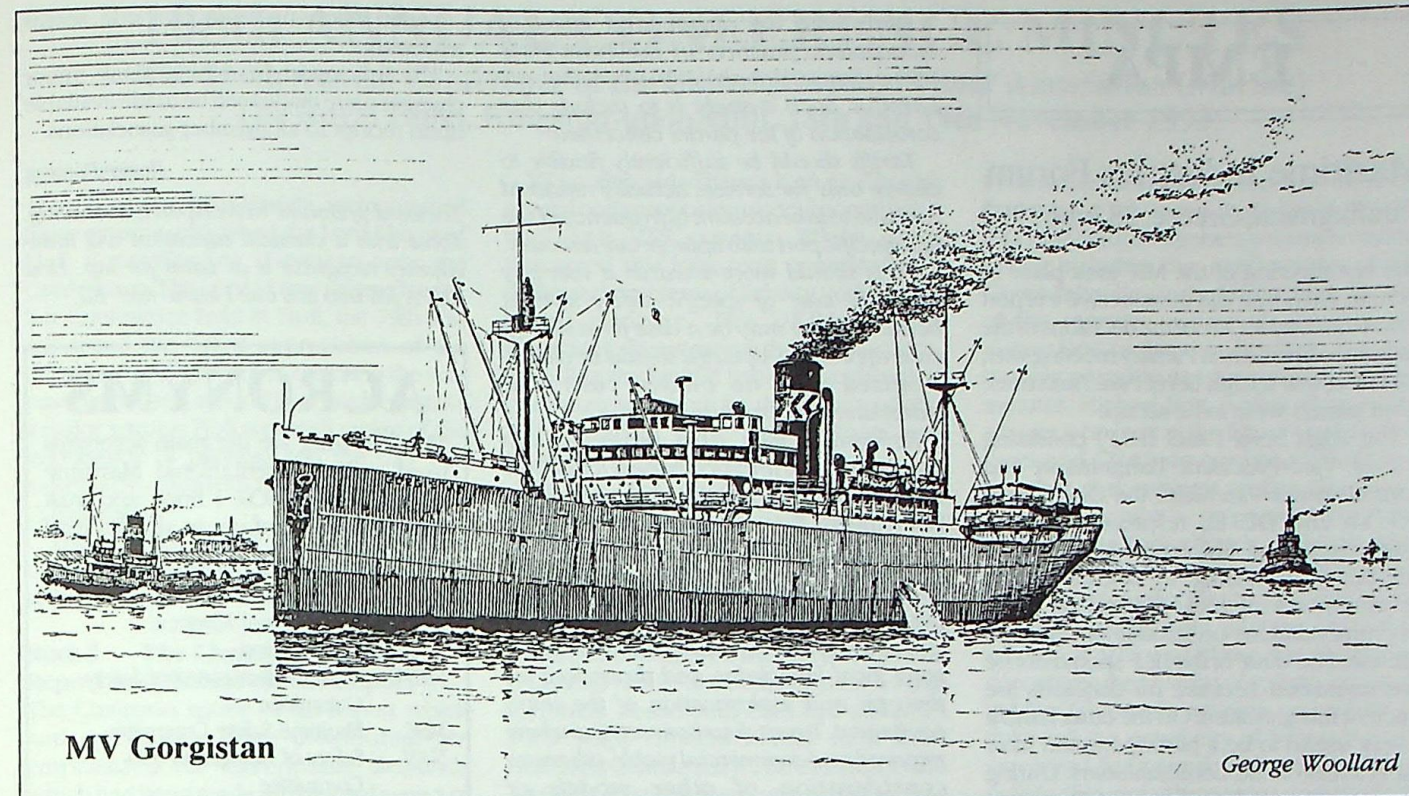
Mr L Powell
Daytime tel: 0273-329866 ext 3142

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



MV Gorgistan

George Woollard

Choice Pilotage The Flip Side?

*Exxon raises alarm on
pilotage standards*

Conscious Pilot

According to Exxon, almost a third of the sixty pilots licensed to work the waters of San Francisco Bay are either too inexperienced or else not sufficiently competent to handle the oil company's tankers and the implications of that are enormous. Exxon's shipping division, the newly and euphemistically named Sea River Maritime Inc., has apparently given the San Francisco Bar Pilots Association a list of the names of the association's members who will not be accepted on board Exxon's vessels. The list runs to nineteen of the sixty pilots, including, it is rumoured the president of the association.

Exxon's concerns are understandable. Having been once afflicted by the pox of pollution, it is twice shy about a recurrence, particularly in such a politically and environmentally sensitive area as San Francisco Bay. Exxon vessels make over three hundred transits of the bay every year, so the exposure to mishap is high. The company's criteria for pilot disqualification is either less than one year of pilotage experience on the bay and/or any incident on a pilot's record.

On the surface it makes sense. The risks of operating tankers in US waters have gone

ballistic. The penalties are equally stratospheric. Prudent risk management would obviously call for the allocation of the best pilots available to tankers. Inexperience is a clearly identifiable handicap. Perhaps the pilots themselves should have been offering a preferred list of the most experienced pilots and be damned with professional egalitarianism.

But what about the remaining pilots rejected by Exxon on the basis of their competency? Since the pilots are supervised by a state government board, to which representatives of the industry are appointed, should not any pilot with a dubious record or questioned competency have been removed from the association? How should non-tanker owners feel when one of the Exxon rejects is assigned to their ship? Is a four thousand TEU, \$100m container ship any less worthy of competent navigators? And what of the potential irony of an Exxon vessel being rammed in a notoriously thick bay fog by a small trawler piloted by an Exxon reject?

And should not the same scrutiny be applied to every vessel within the Exxon fleet? Does every officer and every lookout boast both experience and an exemplary record? And if not, should they be removed? In a heartless world of automation, of course they should. It could be argued that no multi-million-dollar vessel and its cargo should be placed in the hands of anyone but superbly qualified personnel. What a wonderful, idealistic goal. It does not and will not happen, regardless of how much the industry is able to improve standards.

Yet Exxon is right to demand the best of what is available. The onus is on the pilots

and on the state's Board of Pilot Commissioners to ensure that none but the best is offered. There is never any shortage of candidates for pilotage positions. It is reasonable to expect the cream to be chosen and retained. That so many of the San Francisco pilots are deemed unsatisfactory by such a major client is a scandal and cause for investigation. If there is any support for Exxon's fears, these pilots should not board any vessel.

Pilotage of shame?

Meanwhile, where do you get septuagenarian pilots being called back into service to guide large commercial ships through narrow channels between coral reefs? Where do you find rival pilotage organisations engaged in cut-throat price competition? Australia, that's where. Yes the same Australia which is leading a crusade against substandard ships, or ships of shame, as Peter Morris tells us. I'm the last person to argue against competition—the Australian ports, for example, could do with more of it—but there are good safety reasons for distancing pilots from commercial pressures. They should be free to use their professional judgement and to err on the side of caution. That is difficult to do when people know that their livelihoods depend on a scramble for work.

Morris is right about substandard ships, but perhaps his House of Representatives committee, which is now setting its sights on P&I, ought to sort out the Torres Strait and Queensland pilotage service first. It shouldn't take long.

Re-printed from Fairplay, 21st Oct 1993.

EMPA

Maritime Industries Forum Vouliagmeni, Greece. 28 June 1993

The last meeting of the MIF took place in Genoa, Italy. You did then receive a report about the results. One of the decisions of the majority of the Genoa Plenary meeting was, inter alia, that a High Level Panel and three other panels were to be set up.

The High Level Panel (HLP) consisting of Vice-President Bangemann and Commissioner Van Miert, the Directors of DG VII and DG III, representatives of Shipowners and Shipbuilders, met on a number of occasions to discuss further developments of the MIF and to make recommendations on matters of common interest. The value of the HLP should not be over-estimated because no decisions are made in this gremium. On the other hand it is very useful to be a participant and have direct access to EC Commissioners. During the meeting the Committee of Transport Worker's Unions in the EC requested a seat in the HLP in order to exercise political pressure in necessary.

During the plenary sessions reports of the three panels was discussed. The three panels were:

1. Short Sea Shipping
2. Ship Financing
3. Marine Resources.

The draft reports were received very late by fax. Reports dated 180693 were received in the Antwerp Office 220693 and received by me 250693 (14 hours before my departure to Athens). This is standard EC-procedure! However during the cocktail party on day 1 the full report was distributed, which Roger and I had to scrutinize in the early morning hours of day 2.

No real problem with the various reports, but certainly with the annex to the report on Short Sea Shipping. These annexes were not distributed by fax in advance. The chairman of the session Mr Wim Blonk stated that the annexes would be an integral part of the report to the Commission. That put EMPA in a very difficult position because the shipowners in the Short Sea Shipping wished to propose, inter alia, to abolish compulsory pilotage for all short sea shipping.

Some quotes from this annex:

VTS and other aids will have an increasing role to play in overcoming natural disadvantages, and enhancing safety. Such aids may also come to substitute to some degree for pilotage and tugs as appropriate.

Greater freedom from (often) compulsory pilotage and tugs where frequency of call at specific ports means a master has a good local knowledge and depending on the type and sophistication of the ship's equipment.

Study into the degree and effect of monopolistic practices in European Ports with a view to their abolition where they are harmful. Such a study is to include due consultation of the parties concerned.

Tariffs should be sufficiently flexible to charge only for services actually rendered and also to take account of frequency of use of a specific port with appropriate discount.

Ports should move towards a user-pay tariff. In case of specific safety services however, there may be a case for a shared costs approach. All tariffs should be clearly itemized with no hidden costs and transparent in structure.

Reference was also made to the compulsory use and/or payment for all port services, such as pilotage and tugs, where not required for reasons of safety.

ACTION POINTS:

Greater freedom from (often) compulsory pilotage and tugs where the frequency of call at specific ports means a master has a good local knowledge and depending on the type and sophistication of the ship's equipment. Twentyfour hours services where required and commercial viable, otherwise consideration of other models of coordinated port services to meet customer requirement and reduce congestion.

EMPA did not participate in this panel on Short Sea Trade. We were never informed about the fact that pilotage and VTS was addressed. Therefore during the meeting we had to take a firm position against the (shipowners') point of view expressed.

Our intervention existed out of the following items:

- a. Certain maritime industries are attacking and opposing another maritime industry (that is Pilotage); this cannot be allowed;
- b. EMPA was never informed that matters relating to her members' mere existence were discussed by other parties of MIF;
- c. Especially Short Sea Traffic needs pilotage because of the chronic fatigue of masters of chief officer.

We therefore informed the meeting that we did not agree with (the more or less unharmed) chapter two because the annex A was directly connected with this chapter. During day 3 we informed Vice-President Bangemann about the same when he brought up the report for formal acceptance.

Later on we were complemented by various delegates for the position taken; the same could have happened to them; some industries attacking a single other industry! I approached some European Members of Parliament who were attending the meeting to inform them about our position. Later on I had contacts with the shipowners, who invited us for the next meeting of the Short Sea Shipping panel instantaneously.

I sincerely hope that our position is expressed when the report is officially given to the Commission and the European Parliament.

Some follow-up from our side seems necessary.

The full report (in which many minor changes were made) will be made available upon receipt to all member-associations.

Roger Pereon.

The word 'gremium' in the report is interesting. Those with a classical education will immediately recognize it as Latin for lap. How EMPA fell into this one I know not! Ed.

ACRONYMS

The following are the main acronyms used at the International Maritime Organisation (IMO). I hope and trust that they will be of use to all who read the reports.

VTS	Vessel Traffic Systems
IMO	International Maritime Organisation
MEPC	Maritime Environment Safety Committee
MSC	Maritime Safety Committee
NAV	Safety of Navigation Sub-Committee
STW	Standards of Training and Watchkeeping Sub-Committee
LSR	Lifesaving, Search and Rescue Sub-Committee
D&E	Ship Design and Equipment Sub-Committee
SOLAS	Safety of Life at Sea Convention
STCW	Convention for Standards of Training, Certification and Watchkeeping for Seafarers
IALA	International Association of Lighthouse Authorities
IAPH	International Association of Ports and Harbours
IFSMA	International Federation of Ship Masters' Associations
ICS	International Chamber of Shipping
ISF	International Shipping Federation
IAIN	International Association of Institutes of Navigation
CIRM	International Radio Maritime Committee
ICFTU	International Confederation of Free Trade Unions
INMARSAT	International Maritime Satellite Organisation
OCIMF	Oil Companies' International Maritime Forum
PIANC	Permanent International Association of Maritime Congresses
MODU	Mobile Offshore Drilling Unit
GMDSS	Global Maritime Distress and Safety System
GPS	Global Positioning System
ECDIS	Electronic Chart Display System
BF	Anybody on another ship whose voice you don't recognise on the VHF

Tony Boddy
IMPA, Vice-President

106th ANNUAL CONFERENCE MINUTES

The 106th Annual Conference of the United Kingdom Pilots' Association (Marine)
The Royal Hotel, Kingston-upon-Hull, 18th and 19th November 1993

Items 1 & 2

The Chairman, Paul Hames, welcomed all those present and asked the Lord Mayor of Hull, Councillor Len Harvey to open the Conference. The Lord Mayor referred to the last Conference held in Hull, the 79th and expressed the City's appreciation of the pilots continuing work in ensuring the safe passage of ships around the British coast. As a major seaport Hull was well aware of the importance of pilotage and the City was especially pleased to host the 106th Conference.

The Minutes of the last Conference as published in issue No.232 of *The Pilot* were approved.

Item 3 The Chairman's Annual Report and Debate on the Report

The Chairman spoke of his Report which had previously been distributed. He emphasised the exceptional demands which had been made on the legal aspect of the UKPA(M)'s work in the last year, in which Aberdeen loomed large. The result of Arbitration was, on the whole, in the pilots favour but had required a long, hard and expensive battle with a hostile CHA. Whilst the UKPA(M) would never look for this kind of altercation it was the duty of our Association to ensure all pilot members got a fair deal.

Two ports, Falmouth and King's Lynn, had been asked to look at self-employment and the UKPA(M) had engaged Rowe and Maw, solicitors, to draw up suitable contracts with an emphasis on the pilot's terms. This contract had been presented at Falmouth, so far with no response and a similar contract would shortly be presented at Kings Lynn. Liverpool pilots are considering the self-employed option, as may the Medway pilots in the longer term. Michael Nott, senior partner of Rowe and Maw had been invited to speak to Conference later in the proceedings.

VTS continued to have a high profile with several ports proposing to incorporate pilots into their VTS systems. Whilst pilots welcomed this long term commitment it presented problems of liability under shore based pilotage. The UKPA(M) was vigorously investigating the legal aspects, including the limited liability provisions in our insurances, both for the employed and self-employed pilot. Again, Rowe and Maw were to help in this field.

Around the districts Mostyn had a continuing problem, their CHA were attempting to re-start the port's total pilotage service by giving the pilots six months notice, then advertising for pilots on a different basis, even saying the present pilots could re-apply if they so wished. The UKPA(M) was in close consultation with its members. Portsmouth CHA had added 13 P&O ships officers names to a P&O chartered German ferry. The UKPA(M), with T&G involvement, were trying to encourage the Department of Transport to make a decision on bona fide officers under the 1987 Pilotage Act.

The Chairman made reference to Lord Justice Clarke's ruling on the Cavendish case and the possible implications this could have on the CHA/Pilot relationship.

Item 4 Legal advice from the Association's Solicitor

The Chairman introduced Michael Nott, Senior Partner of Rowe and Maw, a firm of London solicitors, who had originally advised the Pilot Commission, then the PNPf and now the UKPA(M). They had considered legal aspects in 15 ports during the last year, including the Mostyn situation, the sailing of a compulsory ship from Liverpool without a pilot, the self-employed contracts for Falmouth and King's Lynn and the all important shore based aspect of a VTS system.

Michael Nott had agreed to attend

Conference to answer questions from the floor about the many legal problems the UKPA(M) and its members were now facing. These included the implications of the Cavendish ruling in the High Court. In view of the sensitive nature of some of the discussions under this heading it is not thought proper to itemise opinions in these minutes, Michael Nott, is after all, our legal adviser who may in the future have to fight cases and CHA's on our behalf. Suffice to say that the subjects under discussion included a pilot's responsibility when performing a Radar Watch, the term in the vicinity of a vessel and how assisting such a vessel affects a pilot's limit of liability, a CHA making a profit from pilotage, the tricky subject of VTS and shore based pilotage concerning the position of a pilot's insurance liability (Counsel's opinion was taken on this) and the possibility of becoming self-employed from employed, with the likely pitfalls this may throw up, and the pilot orientated contracts which pilots must achieve. Together with the possibility of requesting a Judicial Review if a CHA is thought not to be complying with the 1987 Pilotage Act, the above questions and answers constituted an interesting and informative agenda item.

The Chairman thanked Michael Nott, who had attended Conference at his own expense, on behalf of all UKPA(M) pilots.

Please refer to UKPA(M) headquarters if any further information is required.

Item 5 Resolutions

From the London Pilots Committee

That this Association lays down general standards of training and authorisation for all UK pilots.

To this end this Conference urges the Section Committee to set up a working party to draft recommendations for report back in 1994.

Proposer: JH Bryant PLA London
Seconder: J Freestone PLA London



The Chairman and Section Committee with John Connolly TGWU National Secretary

The proposer believed that to take the UKPA(M) into the 21st century we should ensure that as far as practicable all UK pilots should have similar qualifications and training. Areas to consider would be entry standards, including educational and experience, medical requirements and professional qualifications. These are not controversial amongst pilots and as the UKPA(M) is our professional organisation it should be seen to lead in all things concerning the pilotage profession. Whilst UKPA(M) standards are high CHA's are trying all they can to reduce costs, certainly in the near future sniping at salaries and required training such as simulators and

radar courses. The proposer believed that some pilots confused the far reaching work done through EMPA and IMPA with the sometimes queried T&G presence. The professionalism of the UKPA(M) should always be emphasised with the UKPA(M) being the body to decide on the person who constitutes a properly authorised pilot under the Act. Academic institutions could be used as necessary, but above all the credibility of the UKPA(M) as the country's only recognised pilotage authority, in the true sense of the term, should come to everyone's notice. The seconder explained that the PLA had been able to change pilotage areas in the Thames arbitrarily and retrain pilots for different areas at will.

Discussion took place from the floor where there was general agreement with the Resolution's aims. Wood, Fowey, warned that a ports Association is already setting up a similar study under the Harbour Masters umbrella so the UKPA(M) should press ahead now. The Chairman agreed in principle with the sentiments expressed but warned that a CHA has unfettered control under the Pilotage Act, Mostyn being a case in point. The UKPA(M) would set up a subcommittee as proposed, of Section Committee members Battrick and Marsh who would contact ports as to their present criteria and collect information from nautical colleges, bearing in mind the high cost of educational establishment participation. Much was already known about the larger ports, the smaller ports were more difficult. The Resolution was carried nem con.

Item 6 Secretary/Treasurers Report

As Secretary of the UKPA(M) John Burn spoke about the request from the Great Yarmouth pilots for consideration to be given to a reduced UKPA(M) subscription rate for their Marine Officers who only carry out part time duties as pilots, being VTS operators for the most part. Their part time pilotage income is not enough to offset the UKPA(M) subscription substantially. The discussion on this proposal obviously ranged from whether such part time pilots would expect a full members' benefits, to asking if reduced rates would be forthcoming for underdraft or less than 1st class pilots in other ports. After John Connelly (TGWU) had explained the Union's position on part time workers which required a full T&G subscription element, delegates, although sympathetic, could not condone any reduced subscriptions.

The Chairman would write and express his regret.

The Secretary then addressed the new Rule proposal concerning voting on PNPFF matters. It was voted nem con that in future only PNPFF UKPA(M) members could vote on matters relating to the Pension Fund, at the proportion of one vote to every 10 or proportion of 10 ordinary members in any district.

As Treasurer John Burn then presented his Treasurer's Report for 1993 and his



Robert Hofstee, EMPA President and Rotterdam pilot, addresses Conference

Budget proposals for 1994. He explained the need during 1993 for vastly increased legal representation, especially in Aberdeen. The 1993 contingency fund of some £24000 had been used and an overspend of approximately £13000 had ensued. This included additional expenditure for meetings concerning the PNPFF 1992 valuation and increased EMPA activity. The Oversight Recovery Video and Leaflet produced by the Technical Committee had to be financed although we should recover some costs from the sale of same.

The Treasurer pointed out that we had to recover the 1993 deficit within the next financial year. A 6.2% increase would be needed, resulting in a subscription rate of £56.17 per quarter, a £3.27 rise.

Discussion from the floor centered around the continuing spiralling costs of EMPA and IMPA and the falling numbers. Whilst the UKPA(M) could do little to avert the expected retirements it was doing everything in its power to persuade EMPA and IMPA to cut costs. The Chairman had left neither organisation in any doubt as to the UK pilots feelings on the matter and, whilst appreciating everything the two organisations were achieving, the UKPA(M) believes the time has come to perhaps combine the two in one, or at least share the secretariat. This will be vigorously pursued at the Vancouver IMPA Conference in 1994. Several delegates expressed their doubts as to whether some of the present members, especially amongst the newer pilots, may resign at the percentage increase.

Delegates realised that the Section Committee was working hard to keep costs low and at the vote 51 delegates were in favour to 13 delegates against. The increase was agreed.

The Treasurer reminded members that the UKPA(M) proportion of their subscription was allowable against tax.

Item 7 Insurances

The Chairman stated that our two insurances were running well.

Some 105 cases had been reported to the Navigators, so encouragingly, pilots are notifying them in good time of any incident,

however trivial it may seem. We had had to put in an exclusion clause for VTS or shore based pilotage work due to the possibility of our limited liability being invalid.

DAS Insurance were investigating some 3 or 4 injury claims. There were no problems and the premiums would be reviewed in December.

John Jones, Haven Ports, reported an extraordinary incident at Harwich when a pilot and a pilotage certificate holder had spoken of a near miss on the VHF. The pilot was later asked for a report on the incident which he duly gave, unsigned and unofficially, to the Port Authority. The Authority sent this report and a similar report from the VTS to the Marine Accident Investigation Branch. An inquiry was held, when the pilot certificate holder was not even asked to attend and the pilot was held responsible, with the VTS Manager, for the incident. This was a salutary lesson in not getting involved in any unofficial reporting. Do it through the Navigators and the UKPA(M) and only them.

Item 8 IMPA Report

N McKinney spoke to his tabled report which had been circulated, together with all the other IMPA and IMO reports concerning VTS, Pilot Hoists and bridge design. There was no doubt from the number of meetings listed that the IMPA representatives had had their work cut out simply getting from one to the other! IMPA were now represented at IMO, IOLA, IAPH, IFSMA and ICS (see published guide for translation).

Appreciation was expressed for the work of Michel Pouliot, the IMPA President and Tony Boddy for their continued hard work in the field. IMPA were increasingly being consulted on international maritime matters and N McKinney reiterated what the Section Committee felt, that despite the high cost the UKPA(M) could really not afford to relinquish membership. Were we not members we would have no input or influence in international pilotage at all. It was agreed we must aim to reduce IMPA costs.

The 1994 IMPA Conference will be held



Conference delegates

in Vancouver from the 19th to the 23rd September, more details for attending will be published in *The Pilot* later.

Item 9 EMPA Report

G Topp, Vice-chairman Section Committee and our EMPA representative spoke to his detailed five page report setting out all that had happened at EMPA in the last 12 months. He particularly highlighted the recognition of the pilot's role now apparent at the EC Directorate General VII, the EC unit responsible for maritime safety. DG 7 realised that with all the variants in the European ports, IMO was unable on its own to improve international safety. They were frequently ignored by both national governments and shipowners. Pilots were to be instrumental in distributing the new Carriage of Dangerous or Polluting Goods in Bulk directive from the EC, which replaces the old EC Tanker Directive, thus emphasising our public officer role. Port State Control may ban substandard ships from European ports.

As with IMPA the Section Committee is convinced that membership of EMPA is vital to the future of any and all British pilots.

The EC will continue to expand, to pass more maritime legislation and to consider pilotage. We must be there to defend our livelihood.

At this point our Chairman took the opportunity to introduce Robert Hofstee, the President of EMPA and a Rotterdam pilot, who was invited to speak to Conference on EMPA's achievements.

EMPA's membership continues to expand with Russia, Poland, Rumania and Bulgaria showing interest in full membership. The problems in Russia could be resolved and a single Russian pilotage organisation formed. EMPA was continuing to help second world countries, such as the emerging East Europeans, to set up proper pilotage services once they indicated they wished to join EMPA. EMPA expertise extended to companies or institutions involved in maritime safety, even the US, when studying pilotage in Europe had approached EMPA. Any report on pilotage will help our cause if we contribute to it.

Mainly, Robert Hofstee spoke on the importance of VTS and the interdependence of pilots and VTS operators in any port structure. The IALA VTS Committee, on which both IMPA and EMPA sit, had finalised their draft VTS guidelines. After a long fight EMPA had managed to thwart the original intention to replace the pilot under VTS guidance and safeguarded the pilots position.

Major changes in the Guidelines included encouraging masters of vessels navigating in an area of VTS to participate and make use of these services, a VTS was defined as being capable of responding to traffic situations in a VTS area by ship to shore and shore to ship communication. The services of a VTS would fall into three categories, the giving of information as regards tides, weather etc., navigational assistance by radar, by warnings of likely collisions and groundings and navigational advice concerning tracks and routes to follow and finally, traffic organisational services of sailing plans, harbour rules and instructions. It was important that both the pilot VTS operator and the master using the service realised that the actual navigation and manoeuvring of a vessel remained with the master and should take care that the VTS does not encroach on the masters navigation or disturb the master/pilot relationship.

Along with everyone else the EMPA President was trying his hardest to reduce the overall cost whilst retaining the maximum advantage in being a major force in pilotage matters.

Item 10 Technical Committee Report

Mike Irving, Chairman of our Technical Committee gave his usual thorough report on the years work. He spoke about the modifications taking place to both the Matesaver and Jasons Ladder recovery devices and of the improved firing head within the Seasafe coat. The new SOLAS regulations would come into force on the 1st January 1994, which applied to new building or modified boarding and laning arrangements. The accommodation ladder should lead aft as far as possible and have a

maximum 55% incline, with lighting for any trap door fitted.

Longitudinal fixed fendering of the *Widikind* class of ships still caused problems as Classification Societies had no input to pilot ladder regulations, the shipyard having carte blanche during building to do as they like. The UKPA(M), IMPA and EMPA were all trying to highlight this problem which caused unsuccessful transfer arrangements and pilot boat damage.

Item 11 The Pilot Magazine

M Battrick, Section Committee expressed the Editor's regret that due to illness he could not attend. On the Editor's behalf he thanked all those pilots who had so willingly contributed to the magazine during the year and made a plea for all Local UKPA(M) Secretaries to inform the Editor of retirements and recruitments in their ports and any local pilotage information, which is so welcomed by its readers. The only contribution the Editor could think of to reduce costs was to get his leg poisoned and be unable to attend Conference, surely service beyond the normal call of duty!

Item 12 Pensions

The Chairman, Paul Hames commenced by explaining the papers and figures therein distributed at Conference. The long awaited triennial valuation was considered. Due to the continuing fall in interest rates and dividend returns, coupled with increased lower mortality rates allied to an increase in life expectancy, the result was disappointing. The actual figure had not yet been agreed upon by the NNF/Trustboard, as the final figure depended upon agreeing the set of criteria set out in the Actuarial Statement (page 13 of the 1991 Report and Accounts). Various valuations had been looked at, depending on the figures chosen, and these ranged from a small surplus to a small deficit.

A meeting of the NNF had been arranged for 3rd February 1994, with these and other items on the agenda.

It has been agreed that the Actuary will look at smaller pensions in payment, and assess them with regard to inflation since first awarded, and also with a view to actual improvement of them relative to RPI over the years, in recognition that some of them are very small.

The decline in RPI had meant that pensioners had received a 3.6% increase in 1993, not the 4% hoped for, but an increase of 3% would be granted in 1994 despite the rate of inflation being 1.4%. The annual 3% planned increases could themselves come under threat in future years if inflation stays low.

The National Negotiating Forum had put forward the case for the lowering of the abatement factor to the age of 58 tied to an increase in contributions of some 1.7%. The Ports will not accept this, although agreeing that age 60 is no age to be clambering around pilot ladders on a dark and stormy

night. Further points put forward were that if the Ports did not wish an increase in the contribution rate then abatement could be achieved from surplus; with this in mind the Actuary was asked to cost the original request on a lump sum set aside basis as opposed to the increase in the rate.

The ongoing early retirement scheme was discussed, and also our position on requiring some further control of the fund, and these we will return to.

The PNPf is in an extremely sound and healthy position and there is no cause for concern for its future. But it must be noted that with new pilots a 22% contribution rate was needed to maintain their present pension entitlement, whereas the present pilot contribution is 14%.

Answering a question from the floor G Topp, Section Committee urged members not to look enviously at sick pilots who had had to retire early. Any pilot joining the service was aware of the conditions of retirement and should be grateful for their good health, sickness was not something to covert.

Report on AVC's

Alec MacInnes spoke of the performance of AVCs over the last 5 years and especially the last 6 months, which had been good except for the property market. The with profits sector had shown a 16% increase over the last 10 years and a 12/13% increase in the last 5 years, a good return.

Report on PNCP

M Kitchen suggested any port with more than one pension scheme, like the PLA should get both pension scheme pilots on any local committee thus ensuring all pension aspects could be reviewed. The PNCP urged the Pilot Trustees to do all they could to maintain the 3% per annum pensioners increase.

In conclusion Jan Lemon and Debbie Marten of the PNPf Secretariat ably answered questions from the floor with their unparalleled grasp of all things pensionwise. Deservedly thanked by Paul Hames on behalf of all pilots, they certainly looked young enough for Kenneth Clarke to keep them working well after they are 60!

Item 13 District Reports

Reports were received from Belfast, the Forth, Humber, Medway, Southampton and SE Wales.

To date written District Reports are available from: Belfast, Clyde, Falmouth, Forth, Fowey, Liverpool, London, Manchester, Milford Haven, Spurn and Tees and Hartlepool, to be circulated to all UKPA(M) districts in due course.

Item 14 International Transport Workers Federation Report

M Leney, Section Committee, expanded on his tabled report of the years activities concerning sub-standard ships and how they are designated and ITF's work at IMO

where some governments, including our own, are trying to remove the watch-keeping element from the STCW Convention and move it to SOLAS thus ensuring the ITF would lose its present voting rights. The UKPA(M) were to ask Lord Clinton-David, our President, to intervene.

Item 15 Deep Sea Pilots

G Topp, Vice-Chairman Section Committee, recalled the *Braer* disaster and said that the UKPA(M) in its submission to the Donaldson Inquiry had stressed the importance of pilotage in such cases, with especial reference to Deep Sea Pilots. There was EC support for the need for accepted professional standards for Deep Sea Pilots and for their Certificating Authorities. It was hoped to get a list of properly authorised deep sea pilots to all boarding and landing stations to stop the unqualified pilot working.

Item 16 Elections

There being no alternative names put forward all posts under this item were filled by the three longest standing members, Messrs Battrick, MacInness and Hames unopposed.

Two extra items of interest were considered before Conference closed. M Marsh, Section Committee, had been on a Maritime Concept Development course at Warsash where he had heard of new technology from Russia which could turn an ordinary PC (personal computer) into a Ship Simulator so that

masters could practice a harbour approach before they arrive. (*Perhaps Scotty could beam them in? Ed.*)

Lastly Tony Anderson, Managing Helicopter Pilot at Humberside Airport, told pilots how keen they were to be in the pilotage field, but how the present British CAA regulations prevented them so doing. Commercial helicopters, with hover facilities when one engine fails, are very large and expensive to operate. As a visual inspection of the ship was needed before this could be attempted it was unlikely to catch on quickly, there being no data base available of ships entering harbour. Two views were needed, one without the pilots, then if all was well, one with the pilots. The Technical Committee would submit an article on the problems for a future edition of *The Pilot*.

Item 17 Conference 1994

Conference 1994 would take place at the Cophthorne Tara Hotel, London on the 23rd and 24th November. Districts were reminded that it was UKPA(M) policy to hold the Conference outside of London every second year. Any interested districts please contact the Committee. A social programme was not a necessity.

The Chairman closed the Conference with a vote of thanks to the Humber pilots who had so ably hosted the occasion and so lavishly entertained and had allowed the Chairman the time away to look to the affairs of the UKPA(M). He thanked Davina Connor, our Secretary, for her continuing hard work and was himself accorded a vote of thanks to the Chair.

On behalf of the Spurn Pilots may I thank all who attended the Conference in Hull for their kind expressions of gratitude both written and verbal.

The Prize Draw winners were:

- | | |
|------------------------------|---------------------------|
| Camcorder | D Nesbitt (Spurn) |
| North Sea Ferries Mini-Break | S Dales (Lincolnshire) |
| Mini TV | R Crawford (King's Lynn) |
| Gallon of Whiskey | R Skelton (Spurn) |
| Crystal Decanter | J Leask (Fife) |
| Watches | J Farmer (Clyde) |
| Columbus Picture | (Bristol Channel Pilots) |
| Binoculars | R Tarbotton (Hull) |
| Wine & Champagne | B Foreman (King's Lynn) |
| Ladies' Make-up | N McKinney (Belfast) |
| Silver Plate Picture Frame | D MacKenzie (Bromborough) |
| Chocolates | J Jarvis (Manchester) |

Brian Watson

Spurn Pilot & Conference Organiser

**UKPA(M) CONFERENCE
A Lady's View**

On our first evening in Hull we were entertained by The Lord Mayor of Kingston-upon-Hull, who is also the Admiral of the Port, at the magnificent Guildhall. On arrival we were greeted by a Guard of Honour comprising Hull Trinity House School Cadets wearing their original old fashioned uniforms. We were each introduced to the Lord Mayor and the Lady Mayoress. After a very enjoyable reception, during which we were entertained by a trio playing music across the board from Mendelssohn to the Beatles, the Lord Mayor welcomed everyone to Hull and Lord Clinton-Davis responded as President of the UKPA(M).

The next day the wives of delegates were treated to a very interesting day out by the Hull Pilots. We were taken by coach from our hotel to Beverley where we were invited to a reception by Beverley's Mayor and Mayoress in their Parlour. We were given a very warm welcome and after coffee enjoyed a guided tour of the Town Hall and were told something of its most interesting history. We then set out on a short walk to Beverley Minster, passing some adorable looking shops with, alas, no time to stop, for our schedule was too tight.

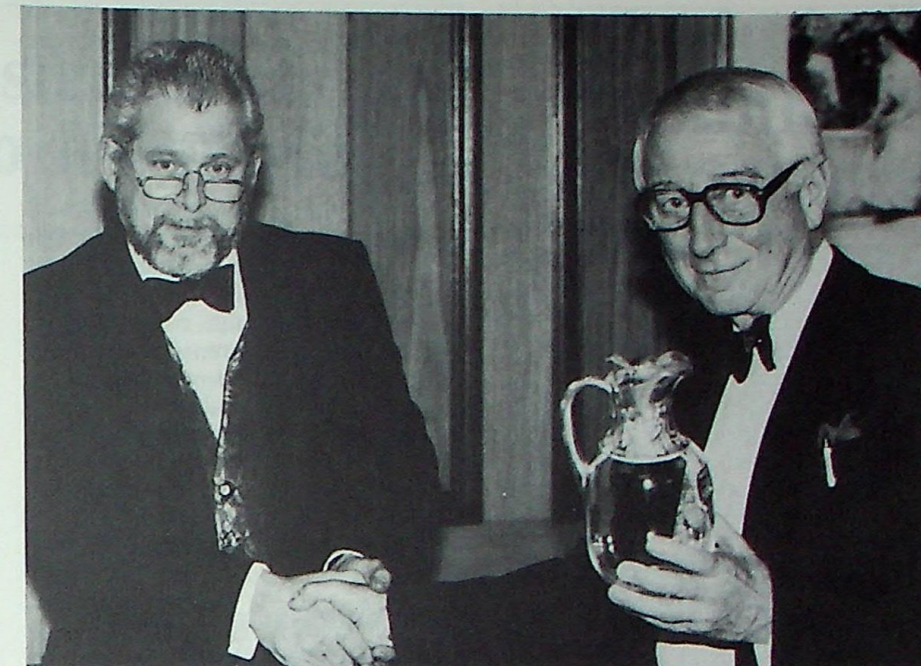
Once again our guides did a splendid job telling us the history of this beautiful gothic Minster. We were then taken for lunch at the Museum of Army Transport where we not only chose from an excellent array of food but to add to the atmosphere a pianist played music from the two Great Wars. After a look round this most fascinating Museum it was time for our last visit of the Day to Bishop Burton Agricultural College. During a tour of the beautiful gardens, with very unusual plants and trees we were able to learn something of the work carried out at the College, finally enjoying a demonstration of Christmas ideas given by the College's Head of Interior Design. We were fascinated by what we saw and it was all over too quickly. We very much appreciated the work and effort which must have gone into making it such an enjoyable day.

In the evening we were treated to a splendid Dinner Dance at the Royal Hotel with just a few interesting and amusing speeches. The band was marvellous and the time flew.

The organisers must have worked very hard to arrange such a successful day and evening. I am sure all ladies in attendance would like them to know just how much it was appreciated.

Carol Bryant

Better half of John Bryant, PLA Pilot



Paul Hames UKPA(M) Chairman presents Harry Frith, now retired, with a token of the Pilots' appreciation for the distinguished service Harry gave to his colleagues nationally during his long career. This included being a Manchester Pilot, Pilotage Commissioner, UKPA(M) Executive and Section Committee member and Trustee and Chairman of the Pilots' National Pension Fund.

IMPA

From the International Maritime Organisation (IMO)

Maritime Safety Committee

February 1993

Pilot transfer arrangements – Mechanical Pilot Hoists

Note by the International Maritime Pilots' Association

1. The Maritime Safety Committee, at its 59th session, approved the revised SOLAS 1974, chapter V, regulation 17, "Pilot transfer arrangements".
2. Briefly, the revised regulations which come into force on 1st January 1994, require ships with a freeboard in excess of nine metres to carry an accommodation ladder in conjunction with a pilot ladder or mechanical hoist.
3. The never-ending number of severe injuries and deaths which pilots sustain when faced with the only option of using pilot hoists because some ships choose not to carry an accommodation ladder in conjunction with a pilot ladder, is creating growing concern amongst pilots worldwide.
4. Many Administrations and pilotage authorities do not regard the provision of a pilot hoist as an alternative to an accommodation ladder in conjunction with a pilot ladder and fully support the pilot's discretion to refuse to use a pilot hoist.
5. Where horrific injuries and the lives of pilots are directly at stake as in this case, it is not unreasonable to require that every vessel with a transfer height in excess of nine metres **shall** be equipped with an accommodation ladder in conjunction with a pilot ladder. In addition a pilot hoist with a pilot ladder rigged adjacent to the hoist **may** also be provided.
6. The Committee is, therefore, invited to refer the issue to the next meeting of the Life-Saving, Search and Rescue Sub-Committee to consider reinforcing the requirements of the revised SOLAS 1974, chapter V, regulation 17, "Pilot transfer arrangements".

Technical Committee Report

In John Godden's article in Issue No 232 of *The Pilot*, entitled "Man Overboard—Do we stand a chance?", concern was rightly expressed at the difficulty experienced in retrieving a casualty from the water, using two pieces of equipment, both recently granted a Department of Transport's Certificate of Inspection and Tests, namely the Halmatic-Matesaver Recovery System, and Land and Marine Products Ltd's Jason's Ladder.

Subsequent to the editorial article, the Technical Committee arranged a visit to the Gravesend Pilot Station to meet the crews of the two vessels involved in the rescue attempt, the on-station pilot boat and the Alexandra Towing Group's *Sun Kent*. Following discussions with the PLA's Pilotage Manager, the committee was given a demonstration of the recovery techniques perfected by the crews of the pilot boat using the Halmatic-Matesaver Recovery System. Likewise on the *Sun Kent*, the crew explained their experiences with the Jason's Ladder.

Despite their DOT Certificates of Inspection and Tests, all agreed that certain improvements both could and should be made to each system, and the manufacturers were written to, seeking their opinion and suggestions. As a result, those dealing with the development of the Matesaver pole and the Jason's Ladder have also been met, to better facilitate a quicker and more certain recovery, improvements have been recognised and are being introduced.

Halmatic-Matesaver Recovery System

In compliance with the requirements of, among others, the 1991 Merchant Shipping (Pilot Boats) Regulations, the System was granted a DOT Certificate of Inspection and Tests in October 1992.

The pilot boat crew and the Technical Committee felt that:

1. The diameter of the recovery loop should be reduced to assure a tighter grip of the casualty.
2. The outer sheath covering the loop to provide protection against UV degradation should be of rougher material to also assure a better grip. (Both these improvements were immediately effected on the PLA pilot boats)
3. The recovery loop's in-haul rope must be secured to the cleat provided and not only through the jamming cleat.
4. Whilst recognising the value of the pole's length in the first securing of the casualty, this length can prove cumbersome during the lift by davit or boom.

At the UKPA(M) Annual Conference in Hull, the committee learnt from Halmatic Ltd that the suggested improvements had been carried out. The recovery loop has been shortened by 8 inches, and a suitable outer sheath, offering an improved grip is being fitted.

Halmatic are aware of the practical problems of the 2.6 metres standard length pole, and though now marketing a longer 3.6 metres pole for use in the off-shore industry and for craft with a higher freeboard, are looking into some method of being able to retract/telescope the pole, for easier lifting of the casualty.

The function and success of the Matesaver pole was again discussed at the October Technical Committee meeting, and Halmatic welcome constructive comment for further improvement of their recovery system.

Land and Marine Products Ltd's Jason's Ladder

The Jason's Ladder was granted a DOT Certificate of Inspection and Tests in 1990 the Certificate clearly stating that the minimum ladder width requirement for commercial vessels is 3 rungs, being 2 feet wide.

The manufacturer's brochure specifies that for high freeboard vessels, the correct method of retrieval of an unconscious casualty is to have a crew member on the outside of the ladder to assist during parbuckling.

Land and Marine Products Ltd have held a series of practical demonstrations at differing locations in the British Isles, to which pilots have attended at least 3 demonstrations and submitted reports to the UKPA(M).

The Technical Committee felt that:

1. The requirement, though a minimum requirement, in the Certificate of Inspection and Tests for a 3 rung wide ladder is not adequate, and except in low freeboard or low waisted vessels, may not ensure a casualty from slipping out of the ladder during parbuckling.
2. Though the design and integral strength of the ladder enables the rescuer(s) to climb the ladder whilst the casualty is being retrieved, the pilot boat manning is insufficient for this provision.

Despite the ease with which this parbuckling method is perfected during demonstrations with the deployment of a rescuer on the outside of the ladder, the committee are critical of the merits of this practice, particularly in an offshore pilot boat location and in bad weather.

3. Though Land and Marine Products Ltd

in their follow-up correspondence were somewhat critical of the inexperience shown by crews for the correct retrieval procedures of the Jason's Ladder, the committee were clear in pointing out that much more emphasis is being given to the equipping of pilot boats with rescue and retrieval equipment (refer section 3.3.5 of the 1991 DOT COP for the Construction, Survey and Certification of Pilot Boats), and the manufacturer's attention was drawn to the value of, and the incorporation of regular man-overboard retrieval exercises for pilot boat crews (refer paragraph 1 of MS Notice M1473, dated January 1992).

Land and Marine Products Ltd have subsequently been looking at methods to improve the width of the Jason's Ladder for vessels with higher freeboards, to minimise the risk of a casualty falling or slipping out during retrieval, whilst at the same time recognising the increased costs of a wider ladder.

A "five into three" rung ladder has been devised which will save on weight and cost, and yet whilst part of the ladder remains 3 rungs wide, the cradle part of the ladder is increased to a width of 5 rungs.

The manufacturers are now insisting that all customers who have vessels with a freeboard in excess of 1 metre, and in particular pilot boats, consider the "five into three" version. In addition to selling to pilot boat owners in Japan and Australia and New Zealand, two such versions have been sold to two UK pilot boat owners.

The concept of the ladder being specifically adapted as a cradle for use in recovery is being recognised, and as such is now being marketed. In recent correspondence the Department of Transport also give "no objection" to the principle of the ladder/cradle being used in the offshore industry and for fast rescue craft "in place of scrambling nets".

The committee is in contact with Land and Marine Products Ltd and is looking to further evaluate the Jason's Ladder both as a cradle and as a scrambling net. The sad incident at Gravesend, apart from highlighting the need for design improvement in the two systems when used on pilot boats, again emphasizes the value of familiarity with the rescue and retrieval equipment provided, and the benefit of a standardisation of equipment and recovery techniques on a pilot boat operator's pilot boats.

CM Irving

Chairman, Technical Sub-Committee



Pilot transfers from pilot boat to submarine

Dear Mr Irving

I understand that a question was asked at the Annual Conference of the UKPA(M) concerning boarding arrangements for submarines. Submarines are, by virtue of their construction, not easy to board and such an evolution is always very dependant on the weather. It is standard practice to board a submarine from a position alongside the fin, preferably on the port side. There is a small door located in the port side of the fin which provides access directly from the submarine casing to the bridge. A robust handrail surrounds the fin and the jumping ladder is secured to this rail, together with a knotted man rope. The ladder reaches down all the way from the casing to below the waterline.

It is my experience that the majority of pilot launches prefer to conduct transfers whilst still under way. This allows the launch to maintain steerage way but at speeds in excess of about 4 knots, the combined wash of submarine and launch can cause the jumping ladder to move erratically against the casing. The ideal transfer speed would be 3 to 4 knots which would allow the submarine to maintain steerage way whilst providing a lee on the port side. This must of course be traded off against the manoeuvrability of the pilot launch.

The submarine is best approached from astern, being wary of the after hydro-planes

which are underwater and protrude either side of the rudder for up to 2 metres beyond the visible width of the submarine. The hull of the submarine is rounded and once alongside any roll of the submarine can result in the launch developing a tendency to move away. The bow wave of a submarine, at speeds greater than 4 knots, can be disproportionately large for the size of vessel and care should be taken on the approach. Once alongside, the actual transfer is relatively straightforward. The jumping ladder is not too long, and the casing is soon reached. A lifejacket, non-slip shoes and suitable waterproof clothing are, of course, essential. Having gained the casing, the pilot will be escorted straight onto the fin and from there to the bridge.

The above may have given the impression that boat transfers to submarines are difficult and dangerous. The dangers inherent in any transfer should never be underestimated, but in many years of conducting pilot transfers with submarines around the globe, no serious incident has occurred. I hope that all of this is sufficient to answer your questions. Should you require any further information then please do not hesitate to contact me, the Submarine Warfare Officer (Navigation) at the address below.

Lieutenant Commander I S Pickles RN
Office of the Flag Officer Submarines
Eastbury Park, Northwood, Middlesex HA6 3HP

UKPA(M) SUBSCRIPTION 1994

At Annual Delegate Conference 1993 it was agreed to set a new subscription rate to the UKPA(M) of £56.17 per quarter, effective 1st January 1994.

The breakdown is as follows:-

	£
T&GWU Subscription (Gross)	17.55
Local Admin. Allowance (10%)	1.76
T&GWU Subscription (Nett)	15.79
UKPA Subscription	40.38
UKPA(M) Subscription	56.17
The reduced level applicable to trainees is as follows:-	
T&GWU Subscription (Gross)	17.55
Local Admin. Allowance (10%)	1.76
T&GWU Subscription (Nett)	15.79
UKPA Subscription	5.00
UKPA(M) Subscription	20.79

Letters

Dear Sir,

Since receiving the April 1993 issue of *The Pilot*, I have had it propped up on my desk contemplating the meaning of Dogiau Casnewydd whenever it caught my eye.

If it did nothing else being a Commissioner for over ten years taught me to examine every written word very carefully to ensure that I knew precisely what was meant, making sure there was no ambiguity and to take nothing on assumption. But until this morning I was no further forward with Dogiau Casnewydd - and then quite suddenly I recalled a view expressed by the editor some years ago about the ancestry of Welsh pilots, something to do with curs, and I realised you were having a little joke at the expense of the South East Wales Pilots. Well done. The Welsh word for port is porthfa with doc being the word for dock, the plural being dociau.

At that moment of enlightenment my eye also caught just above - The official organ of the United Kingdom Pilot's Association (Marine). May I ask who the remaining member is?

With best wishes

Ian Evans, Milford Haven (Ret'd)

As Ian Evans knows my Welsh is restricted to swearing, ordering drinks, asking when it's going to stop raining and shouting 'come on England' at the relevant rugby match. The last phrase has become almost obsolete! Ed.

Dear Sir,

Please find enclosed a cheque for £15 as my contribution towards *The Pilot*.

I had thought that I would be up and about wreaking havoc as a Pilot within a few months of my operation but it was not to be, instead I was pensioned off and it has proved to be quite a shock to the system. At that time I was very active within the Port (that is outwith pilotage) as well as being the Pilots' representative and a Senior Pilot then, suddenly, nothing! However, I've tried to rehabilitate myself and have gone back to college, first off a GCSE course in Maths - I gained an 'A' grade this summer - and now I've started an HEFC course in Maths, Information Technology and French with a view to gaining access to University either for a Maths degree or a I.T./Computer Studies/Maths related degree, for although I'm physically impaired, (still suffering slight balancing problems and have to see the Consultant again in January), I'm still intellectually active and must do something.

Many thanks for *The Pilot*, it is a super magazine which continues to make me feel part of a profession which I loved and of which I was very proud.

Ian Swann, Sunderland (Ret'd)

Some pilots don't give up easily. Ed.

Dear Sir,

Meeting My Pilot At The Bar

In the October issue of the Pilot Mr Anderson referred to a line, when I meet my pilot at the bar, which he believes to be an extract from a hymn. I think he is recalling the poem "Crossing The Bar" by Alfred Lord Tennyson, written and published in October 1889. It is, as Mr Anderson suggests, an allegorical work in four stanzas, about death and, hopefully, ascent to heaven. Tennyson was inspired to write the poem whilst crossing the Solent, having made his home in the Isle of Wight; in accordance with his wishes, it is invariably published as the last poem in most editions of his work.

Crossing The Bar

Sunset and evening star
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea.
But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the
boundless deep
Turns again home.
Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;
For though from out our bourne of Time
and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.

RW Savyers, Spurn Pilot

Dear Sir,

Just a line to advertise the Blue Funnel Association, open to anyone who worked for Messrs Alfred Holt & Company, or Ocean Fleets, in any capacity or rank.

After paying the princely sum of £7 for a year's subscription one receives a monthly magazine or newsletter, and having joined earlier this year, I have enjoyed both the newsletter and the Annual Dinner Dance.

The secretary is Dave Molyneux, 34 Broughton Road, Wallasey, Merseyside L44 4DV. Telephone number 051 638 0544.

Hope this might be of interest to any old Blue Flue colleagues.

*Jim Whittaker
Teignmouth Pilot*

The U Boat

During the last war there were many amusing incidents even in the face of danger, onesuch incident which I witnessed was whilst serving as 4th officer on a vessel belonging to a well known Scottish company.

It was late December 1940 whilst homeward bound from India via the Cape, we were steaming at 16 knots independent ship approximately 500 miles off Brest on a NNE course bound for Glasgow and all being well, would dock within 48 hours, after being away from the UK over 5 months.

The Cadet had just made tea at 6am for the Chief Officer and myself. Whilst sipping his tea the Chief Officer surprised me by saying "I think I'll go down for a bath before daylight" and immediately went below saying "Call me if anything happens."

I told the Cadet to go out on the starboard wing and keep his eyes peeled. Fastening the top of my duffle coat I leaned on the Bridge rail and stared at the gloom ahead. It was a miserable morning, dark cold rough sea and the wind force 6-7 Easterly.

Around 7am there were signs of daylight, so I shouted to the Cadet to go below and to tell the Chief Officer it was getting daylight. However, the order was never carried out, as away on the port bow, we saw a light flashing. It spelt out clearly "Stop Stop"

A quick look through my binoculars confirmed it to be a submarine on the surface, obviously a U-Boat, as the correct challenge had not been given.

I yelled out to the QM "Hard a starboard" and almost jerked the Telegraph out of the deck, as I rang a double ring for maximum speed, also shouting to the Cadet to switch on the Alarm Bells.

We swung quickly and when the U-Boat was astern I steadied the helmsman on a suitable course, then the Old Man appeared buttoning up his greatcoat. "What's happening" he enquired. I stammered out "A U-Boat Sir, I've altered course to 120° to put it astern."

"Where is the Chief Officer" he demanded looking all around the Bridge. I thought quickly "He went down to the toilet about 5 minutes ago."

However a feeble voice from the

wheelhouse said "I'm here Sir." We both turned to see the tall, thin bald headed Chief Officer naked as the day he was born, frantically trying to cover his private parts with a small face towel.

Just then the telephone rang from aft, it was the Marine Gunner asking permission to open fire at the enemy. I repeated the message to the Captain who shouted "Tell the Gunner not to fire unless we are attacked." This message was not well received by the Gunner, who made rude remarks about the Captain's ancestry.

The Captain now occupied my attention and not least, by far, the Chief Officer's.

He was roaring like a caged lion "What in Hells' name made you go for a bath in a war zone and leaving the 4th Officer in charge, against Company regulations."

Now our Captain was sail trained and around 63 years of age, right now he looked older. I thought he was going to have a heart attack, his voice rose even higher "I've never seen anything like it in all my life."

The Chief Officer was now convinced that he had picked up the wrong sized towel. Whether he was referring to the Chief Officer's anatomy, I wasn't sure.

Messages came thick and fast from the gun deck aft, also the engine room, but the Old Man was beside himself and quite oblivious to the situation.

The enemy as far as he was concerned was the poor shivering Chief Officer and he was opening up with all guns blazing.

I felt extremely sorry for my Senior watchmate, because he really was a very efficient and very senior Chief Officer in the Company.

I looked aft and could still see the U-Boat, but she was making heavy weather of it and was dropping astern rapidly.

It was about 8.30am when the 2nd Officer (The Gunnery Officer) reported that the U-Boat had submerged and with its' reduced underwater speed, she was no match for our 17 knots which we had worked up to.

Reporting this to the Old Man he at last seemed to take an interest in the proceedings, having dismissed his Chief Officer to get dressed.

He now concentrated on me by shouting "I hope you are keeping a good plot young man". I beat a hasty retreat to the Chartroom.

Eventually the crisis was over and I went down for breakfast, where I was greeted with much hilarity, as the Cadet was relating to the engineers all about the unfortunate Chief Officer.

Several days later, the Chief Officer, 2nd Officer and myself had a drink in a Glasgow bar and had a jolly good laugh about the whole affair.

Luckily it made no difference to the Chief Officers' promotion prospects, as he was made Master within two years.

*Jim Boyce,
Retired Cinque Ports Pilot*

Coastlines

The Shadwell Testimonial Prize

Mr Philip Cole, a Second Officer in the Trinity House Support Vessel Service, is the first officer in the Merchant Navy to win the Shadwell Testimonial Prize.

Mr Cole, Officer-in-Charge of Trinity House Launch *Vectis*, was awarded the 1992 prize by the Hydrographic Office for his survey of the Holm Channel in the approaches to Great Yarmouth in August 1992. The judges noted in particular the quality and completeness of the survey, which has now been incorporated into Admiralty Chart 1536 and will be incorporated into chart 1543 at the next amendment. A Hydrographic Office Notice to Mariners based on the survey, advising mariners of the existence of shoal depths, was promulgated in October 1992.

Mr Cole joined Trinity House in 1989 and became Officer-in-Charge of *THL Vectis* in April 1992.

The Shadwell Testimonial Prize, which is awarded yearly by the Hydrographic Office, was founded in 1888 in memory of Admiral Sir Charles F A Shadwell KCB and takes the form of money and a certificate. The prize is awarded to officers below certain ranks in the Royal Navy, Royal Marines, Royal Navy Reserve, Royal Fleet Auxiliary or the Merchant Navy who are not professional hydrographic surveyors and who have submitted the most credible (*sic*) plans of harbour or sea bed features or other data relevant to the work of the Hydrographic Office.

Trinity House Newsletter, June 1993

Considering how we rely on surveys in our ports it is good news to know how expert the unsung survey heroes can be. Ed.

HELICOPTERS

Port Phillip Sea Pilots' Trials

By now you are most likely all aware of the presence of helicopters overhead on a daily basis around Point Lonsdale.

This has been brought about by The Port Phillip Sea Pilots trialling the use of helicopters for setting down and picking up sea pilots from vessels in the Rip.

The sea pilots have some problems they need to address and they hope this medium will prove a useful tool in providing this service. Firstly they say the service has lost 10 pilots in the last 10 years and are looking for a safer method of landing pilots on vessels. There are problems with using helicopters because of the diversity of shipping which uses this water, but with the advancement of technology in the past decade, it was felt looking at a new approach would be worthwhile.

Helicopters were trialled once before but it was decided not to proceed with them at that time.

Hell Bay Hotel

**Bryher, Isles of Scilly
Cornwall TR23 0PR**

Hell Bay Hotel is the only hotel on the beautiful unspoilt island of Bryher

Noted for excellent food and comfortable en-suite accommodation

Daily boat trips to other islands

All rooms open on to hotel gardens and have private sitting rooms, colour TV etc. Family rooms with second bedrooms

Spring and Autumn Breaks from £45.00 per person half board

10% discount on tariff for UKPA members

Easy access by helicopter, plane or ferry from Penzance

**Please write or telephone for information pack
Contact Sorrel Atkinson**

**Tel: (0720) 22947
Fax: (0720) 23004**

Ashley Courtenay highly recommended

MARINE PILOTS GOLFING SOCIETY

Enclosed herewith is a photograph of the winners of our Golf Outing at Belton Wood, Grantham, on 6-8th September 1993.

The Golf Outings have been running for some eighteen years, and we have enjoyed playing various courses, including St. Andrews, The Belfry, Woodhall Spa, Dalmahoy and Kinross to name but a few. Next year's venue is to be held in early September at another of the De Vere Group Hotels, Mottram Hall, Cheshire.

Jim Purvis

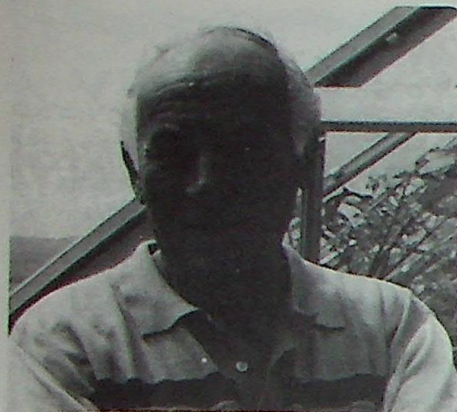


Winners left to right: Dave Devey (Liverpool), Nearest to Pin; Peter Bates (Humber), Hawkeston Cup, Stableford; Bill Fairbairn (Teess), Pilots Cup & Best Gross, Medal; Peter Upton (Teess), Wilmslow Cup, 4 Ball Better Ball; Chris Thompson (Humber), Wilmslow Cup, 4 Ball Better Ball.

Learn to fly!
at the North West's friendliest flying school.



Realise the exhilaration and freedom of flight.
Telephone the Lancashire Aeroclub on 061 789 4785 now!



Captain Edward Charles Rankin

Eddie Rankin, retired River Thames Pilot, died suddenly on Saturday 21st August 1993, at his home at Pirmill, Isle of Arran. He had been born in the same house on 20th June 1926 and retired there in 1988, at the time of the re-organisation.

He attended Pirmill School then Keil School and from there, during the War, to serve his time in the Stanhope Steamship Co. After a varied career he was Master in Paddy Henderson & Co. before joining the Trinity House River Pilotage in 1960.

On his retirement he returned to Pirmill and there he settled down to a happy time in the company of his wife, Isobel, and his son John. His daughter Edwina also came to Pirmill with her husband and their young family gave Eddie and Isobel much joy. He maintained a keen interest in his garden and was very active on the golf course.

Pirmill has lost a highly respected member of the community, a loss shared by many in all parts of Arran and by those who were associated with him in his work on the River Thames.

Eddie was cremated at Ayr on 26th August and a Memorial Service was held at Lochranza Church, Isle of Arran on the 27th. Both services were well attended and Lochranza church was full. Friends, former colleagues and relatives travelled from all over the country to pay their last respects. All those who knew him are saddened by his death but enriched by having known him.

Larret Sayles

Larret Sayles, a retired Isle of Wight pilot, known to most as Larry, died on the 3rd July 1993, after a two year illness.

Born on the 27th January 1924, Larry joined the Isle of Wight service from Union Castle. He became licensed as an inward pilot on the 3rd November 1958, transferring to the outward service in 1965.

Larry was one of the first choice pilots for ACL when they began trading out of Southampton in the early seventies. Retiring from the service in 1981 he moved with his family to Somerset where he took up the hobby of woodturning. He leaves his widow Elizabeth and three children.

OBITUARIES

Terence George Stoneman

It is with deep regret that South-East Wales Pilots report the death of one of their retired colleagues at the age of 69, on 8th October 1993. Terence Stoneman (Ted) died after a mercifully short serious illness. Ted served his apprenticeship with the old Newport Pilots, finishing in 1944/45. He sailed with Esso before being licensed in 1955. He retired in 1988 after a long and successful career.

Present pilots have much to thank Ted for as he was one of the new breed who fought tenaciously for the betterment of pilots' terms and conditions. Ted occupied most of the offices in the Pilots' Association, being Chairman, T&GWU Representative and also sitting on the Authority of Newport Pilotage, and later the South-East Wales Pilotage Authority.

Losing his first wife to cancer just after retirement, Ted had remarried just two years ago, and he and his wife seemed set for happier last years. It was not to be. Ted, a fluent French speaker, and his wife, travelled extensively.

As a friend and colleague one could ask for no more. His dry wit will live on in the expressions he coined. We will miss and remember him, and offer our condolences to his wife Melba and families.

Donald Crampton

Donald, who passed away in September 1993, was born in 1906. He attended the Royal Masonic School and left when 15 to join a Naval Training School in East London.

He then spent a year under sail on a training ship. He always told of the time he was seasick whilst up the rigging which, unluckily for him, had an unfortunate effect on the Captain's uniform! He served his apprenticeship on the *SS Benalla*.

The depression years caused him problems getting a berth on a ship. He eventually took a job as an unpaid cook, just to get to sea. He received his Master's Foreign-going Certificate on 23rd March, 1932. For a while he sailed with General Steam on the famous paddle-steamer *Golden Eagle*, on the Thames and North Kent coast.

Donald joined the pilot service just before the war. When war broke out he volunteered for the RNVR. He spent three years in Reykjavik with a pilot named Hassel who was killed after the war in an accident in the North Sea. They piloted the North Atlantic Convoys in and out of harbour during re-fuelling.

For a short period, Donald was involved with piloting during the D-Day landings. Then he went to Ceylon where he 'enjoyed'

nine months awaiting a possible Japanese invasion which never occurred.

He re-joined the Trinity House pilot service after the war, becoming 'choice' pilot for the Orient Line. His moment of 'fame' was for salvage services to a Norwegian tanker, the *Sandefjord*, that went aground when her steering gear jammed. The case went to the Admiralty Court and he was awarded £500.

His moment of 'infamy' was for beaching an old ship full of iron ore inside Dover Harbour after it had nearly sunk in the only entrance. The Harbour Master's words were fairly choice, as you can imagine!

Donald's final words on his sea-going life were that if he had his time again, he would never go to sea. His real love lay in his 'land', workshop and art. Incidentally, Donald was the first pilot to receive a pension after they were introduced into the service. His daughter, Marion, has lived abroad for 35 years.

Robert Harrison Dawson

Bob Dawson was born on 29th March 1929 in Preston. He went to the local Grammar School and then to the School of Navigation at Warsash. He was apprenticed to Prince Line, on one occasion he was away for 18 months and he went round the world at least twice.

Bob & Doreen were neighbours and they first went out together on Coronation Day in 1953. Doreen worked at Preston Docks as a secretary at the Atlantic Steam Navigation Co. and so was able to keep her finger on the pulse of shipping matters. Eventually they got married.

In 1953 Bob joined the Blue Star Line sailing to Australia, New Zealand and South America in ships that carried refrigerated cargo. Then in 1962 he became a pilot in Preston where he was licensed for Preston as well as Fleetwood and Holyhead and he stayed there until Preston eventually closed down. He had to move, and came south to join the Cinque Ports Pilots doing his tripping in 1978. The family moved to Folkestone in the August and have been there ever since.

Bob retired on 1st October 1988 when the change-over took place. He had been ill on and off since then and had put up a brave fight against his illness.

Doreen attended Folkestone Parish Church regularly and Bob went too when work allowed. His funeral service was conducted there by Canon Dilnot before cremation at Hawkinge on Thursday 25th September 1993.

Bob and Doreen had two sons and a daughter. The sons are living in South West London. Their daughter has just left England (on 30th September) to go to Chile with Operation Raleigh for 3 months. There she will do community work, survival training - canoeing and rock climbing, as well as nature conservation work.

Pensioners Deceased

August to October 1993

R L M Alpine	Clyde Retired 1971
E D Beedell	Medway Retired 1991
D T Crampton	Cinque Ports Retired 1971
R H Dawson	London South Retired 1988
E T J Hill	London-Channel Retired 1985
J Mitchell	Clyde Retired 1972
E C Rankin	London- River Thames Retired 1988
J Welsh	Forth Retired 1992

RECRUITMENTS & RETIREMENTS

Michael Raymond Davies became a Milford Haven Pilot in 1993. Aged 35, he joined Ocean Fleets Limited in 1976 serving from Apprentice to Second Officer. He joined Lowline Limited in 1987, being promoted to Master in 1988, serving in command of *Lowland Pioneer*, *Prowler* and *Lancer*. He was in command of *Lowland Lancer* for all her major projects with Lowline including servicing remote islands in the Southern Indian Ocean for the French Government, working with

helicopters, passengers and general cargo in adverse conditions and from unprotected anchor-ages. He also served on the daily cross-channel ferry service between Weymouth and Cherbourg. He finally joined the St Helena Line Ltd, servicing the islands of St Helena, Ascension, and Tristan da Cunha carrying passengers and freight.

Trevor Woods joined the Milford Haven Pilotage from the Boston Pilotage Service in July of 1993.

Retirements

R Barley	Humber	October 1993
R C Beck	Bristol	August 1993
K J Field	PLA London	October 1993
R A Ockleton	Humber - Goole	October 1993
N T Trevethan	PLA London	August 1993
J Woodend	Harwich	August 1993

THE PILOT

Published by

United Kingdom Pilots' Association (Marine)

(A Section of the Transport & General Workers Union)

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

Telephone: 071-828 7788

President

Lord Stanley Clinton-Davis

Past Presidents

1884 - 1910	Commander George Cawley (Founder President)
1910 - 1923	Mr Michael Joyce, MP (Limerick) (Licensed Pilot)
1923 - 1925	The Hon JM Kentworthy, MP (Hull Central)
1925 - 1942	Lord Aspley, DSO, MC, MP (Bristol Central)
1946 - 1947	Admiral Lord Mountevans, KCB, DSO
1949 - 1962	Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
1963 - 1976	The Rt Hon James Callaghan, PC, MP (Cardiff South East)
1977 - 1991	The Rt Hon The Lord Strathcona and Mount Royal

Honorary vice-Presidents

Messrs F Berry, OBE, DI McMillan, T Morgan, C Wilkin, OBE

National Secretary

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

Chairman of the Section Committee

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

Vice-Chairman of the Section Committee

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

Secretary/Treasurer

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

Section Committee

A McInnes	80 Coiledene Avenue, Joppa, Edinburgh EH 15 2LG	(031) 6695454
NE McKinney	8 Alt. Min Avenue, Belfast 8, Northern Ireland B8 4NJ	(0232) 402302
JM Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed SA73 2RH	(0646) 693150
MC Battrick	7 Broadfield Road, Folkestone, Kent CT20 2JT	(0303) 255808
M Marsh	Moss Rose Cottage, Steam Mill Road, Bradfield, Manningtree, Essex CO11 2QX	(0206) 392924

Chairman, Technical Committee

Mike Irving 9 Neasham Court, Stokesley, Middlesborough, Cleveland TS9 5PJ (0642)713103

Auditors

- Hawdon Bell & Company, North Shields

Editor of 'The Pilot'

- John Godden (0304) 612752

Secretary

- Davina Connor 071-828 7788

Discount Travel

HOVERSPPEED - SEACAT

We are pleased to announce continuing discount travel on the Dover/Calais; Folkestone/Boulogne; Stranraer/Larne services during 1994. The usual 25% discount is available with a stamped addressed letter to the editor at his home address.

Hoverspeed - Seacat staff look after us well, and have promised the same service in 1994.

STENA SEALINK LINE*

Now offer you a 10% discount on applicable fares for travel with Stena Sealink Line on the Larne-Stranraer service. Reservations may be made by contacting D Alexander, 9 Donegal Way, Whitehead, Carrickfergus, Co Antrim BT38 9LW, who will send you a Discount Booking Form on receipt of a SAE. Pilots interested please contact direct.

Paul Grant, Passenger Sales 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, Sales & Marketing Manager

* The editor is not sure whether these discounts apply to 1994

United Kingdom Pilots' Association (Marine)

Local Secretaries

District	Name	Address and Telephone Number	
Aberdeen	C MacRonald	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire	0224 529571 x 237 (Office)
Barrow	PA Chandler	Church Cottage, Vicarage Mews, Lindal, Cumbria LA12 0LT	
Belfast	NCE McKinney	8 Alt Min Avenue, Belfast 8 4NJ	0232 402302 (Home)
Berwick	JH Jenkinson	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed TD15 2AA	0289 307404
Blyth	C Briggs	34 Druridge Drive, Blyth, Northumberland	0670 355639
Boston	R Williamson	Boston Pilot's Association, Boston Dock, Boston, Lincs PE21 6BN	0205 362114 (Office)
Bridgwater	PH Lee	1 Grove Road, Burnham on Sea, Somerset TA8 2HF	0278 782180 (Home)
Bristol	The Secretary	Port of Bristol Channel Pilots Co. Ltd, Haven Master's Building, Royal Edward Lock Entrance, Avonmouth BS11 9AT	0272 023884 (Office)
Brixham	RJ Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon	0803 882214
Clyde	D Campbell	14 Cambridge Avenue, Gourrock PA19 1XT	0475 632914 (Home)
Colchester	To be advised		
Coleraine	W Dalzell	Harbour Office, The Quay, Coleraine, Northern Ireland, BT52 1BJ	0265 42012 (Home)
Cowes	Capt PG Wood	Cowes Pilotage Authority, Harbour Office, Town Quay, Cowes, IoW PO31 7AS	0983 293952
Cromarty Firth	WM Thomas	37 Saltburn, Invergordon, Ross-Shire IV18 0JX	0349 853587 (Home)
Crouch	JA Thatcher	30 Greenfinch End, Briar Grove, Colchester, Essex CO4 3FG	0206 866887 (Home)
Dover	Mr C Jacklin	Dover Harbour Board, Harbour House, Dover	0304 240400
Dundee	R Hogg	7 West Queen Street, Broughty Ferry, Dundee	0382 79978 (Home)
Europilots	Capt JD Robinson	53 West Ella Road, Kirkella, Hull, E. Yorkshire HU10 7QL	0482 651069 (Home)
Falmouth	Phil Bush	Falmouth District Pilots, c/o Tamlyn Shipping, Admiralty House, 2 Bank Place, Falmouth, Cornwall TR11 4AT	
Forth	A Gibson	38 Dovecot Park, Aberdour, Burntisland, Fife KY3 0TE	0383 860298 (Home); Granton Pilot Station: 031 552 1420
Fowey	The Secretary	Fowey Pilots Association, The Harbour Office, Albert Quay, Fowey PL23 1AJ	0726 870291
Gloucester	BH Richards	91 Jubilee Drive, Thornbury, Avon BS12 2YJ	0453 811323
Haven Ports (Harwich) ..	A Adams	5 Oakland Road, Dovercourt, Harwich, Essex CO12 3QQ	0255 506799 (Home)
Heysham	M Purvis, Esq	Pilot Office, Port of Heysham LA3 2UL	0524 51339 (Office)
Holyhead	AR Herbert	'Llys Dinas', Bull Bay Road, Amlwch, Anglesey LL68 9ED	0407 832097 (Home)
Inverness	WJS Burr	14 Cuthbert Road, Culcabock, Inverness IV2 3RU	0463 715288 (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	D Lloyd	356 Hempstead Road, Hempstead, Gillingham, Kent ME7 3QJ	0634 376069 (Home)
Lowestoft	RD Mountney	85 Yarmouth Road, Lowestoft, Suffolk NR32 4AE	0502 513428
Manchester	J Astles, Esq	Flat 2, Scott House, Ruthin LL15 2NP	0824 703063
Medway	WS Bowen	St Peters, 53 Brockhill Road, Saltwood, Hythe, Kent CT21 4AF	
Milford Haven	JM Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed	06469 3150 (Home); 06469 3091x32 (Office)
Montrose	S Thompson	23 Cruickshank Park, Hillside, Montrose, Angus DD10 9RA	
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	0856 873523
Peterhead	JM Murray	1 Arran Avenue, Peterhead, Aberdeenshire	0779 71457 (Home)
Plymouth	M Trott, 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 GJ Tully	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	0720 22066/22752
Seaham	Local Secretary	The Pilot Office, Seaham Harbour Dock Company, Seaham House, Seaham, Co Durham SR7 7EW	091 5813246
Shoreham	CFG Crookshank	Pilotage Service, Watch House, Beach Road, Portslade-by-Sea, Sussex BN4 1WD	0273 592455 (Office)
Southampton	JA Freegard	66 Lucerne Gardens, Hedge End, Southampton SO3 4SF	0489 780226 (Home)
Spurn	BE Watson	85 Main Street, Skidby, N Humberside HU16 5TX	0482 845079 (Home)
Sullom Voe	D McElvogue	North House, Sweening, Vidlin, Shetland	0806 7224
Sunderland	The Secretary	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 Whittaker	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	CI 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 855152 (Duty Pilot)