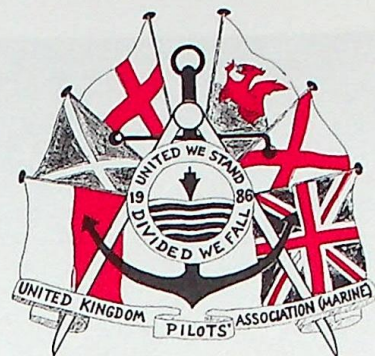


# THE PILOT

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

## Editorial

Democracy being the strange beast it is means that each individual within a society has a right to express his views and further his thoughts as best he or she might. I believe pilotage and the UKPA(M) is part of that democracy in which we function and it follows that *The Pilot* magazine should share its aims. Subsequent to the reluctant decision at Conference for the UKPA(M) to pull out of IMPA until such time as they put their monetary house in order, many pilots nationwide thought that they still wished for a presence at IMPA in spite of the majority wish to leave. Inside this issue you will find an explanatory letter from Joe Wilson of the Tees concerning a new Association specifically formed to enable those pilots who wish to remain in IMPA despite the cost to try to do so.

As always the views expressed in *The Pilot* are not necessarily those of the UKPA(M) or the Editor. But they are the views of pilots and as such are equally as valuable for us all to read and consider. For this reason the Editor believes that minority views are important, especially as history tells us that by far the greatest percentage of reforms that matter in our civilisation have been formulated by minorities. The Editor promises that any letters concerning the proposed British Maritime Pilots Association will be faithfully presented.

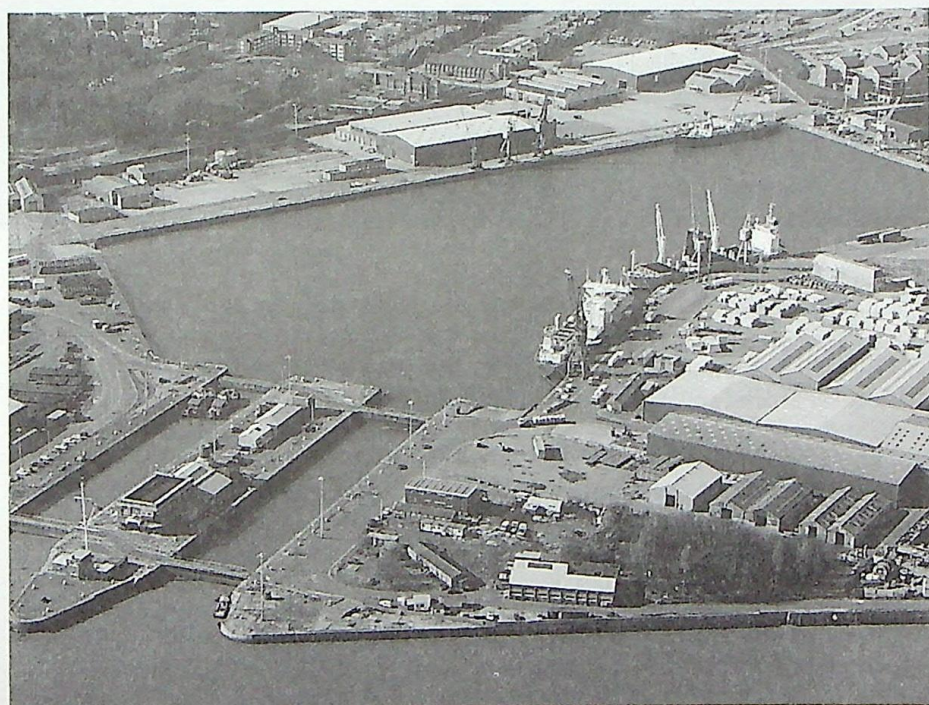
Retired members will find a reminder sheet in this April issue just to jog the memory of any retired pilot or pensioner who has lost or has forgotten to post their annual form contained in their January PNPf envelope. Obviously the UKPA(M) cannot continue to send *The Pilot* ad infinitum and this April issue must be the cut off edition for those who fail to respond. Perhaps it is fair to say that the sale of *The Pilot* for £6 a year is a welcome source of revenue to the organisation which has done so much for pilots for well over a hundred years.

If you can, reach for your cheque book and support your organisation.

John Godden,  
Appletree Cottage, St Georges, Sandwich,  
Kent, CT13 9LE. Tel: 01304 612752

## Feature

# The River Medway



Chatham Dock today

Photographs: Countrywide Photographic

The Port of Sheerness Limited is the recognised Competent Harbour Authority, under the Pilotage Act 1987, for the River Medway.

Prior to 1969 the river had been administered by a number of separate Authorities; the Medway Conservancy, the Medway Lower Navigational Company, the Milton Creek Conservancy Board, the Faversham Navigation Commission and the Queen-

borough in Sheppey Council. All these authorities ceased to exist from 1st October 1969 when control was passed to the newly formed Medway Ports Authority. This has since been superseded by the Port of Sheerness Limited. The port of Sheerness was acquired in a blaze of publicity in 1993 by the Mersey Docks and Harbour Board.

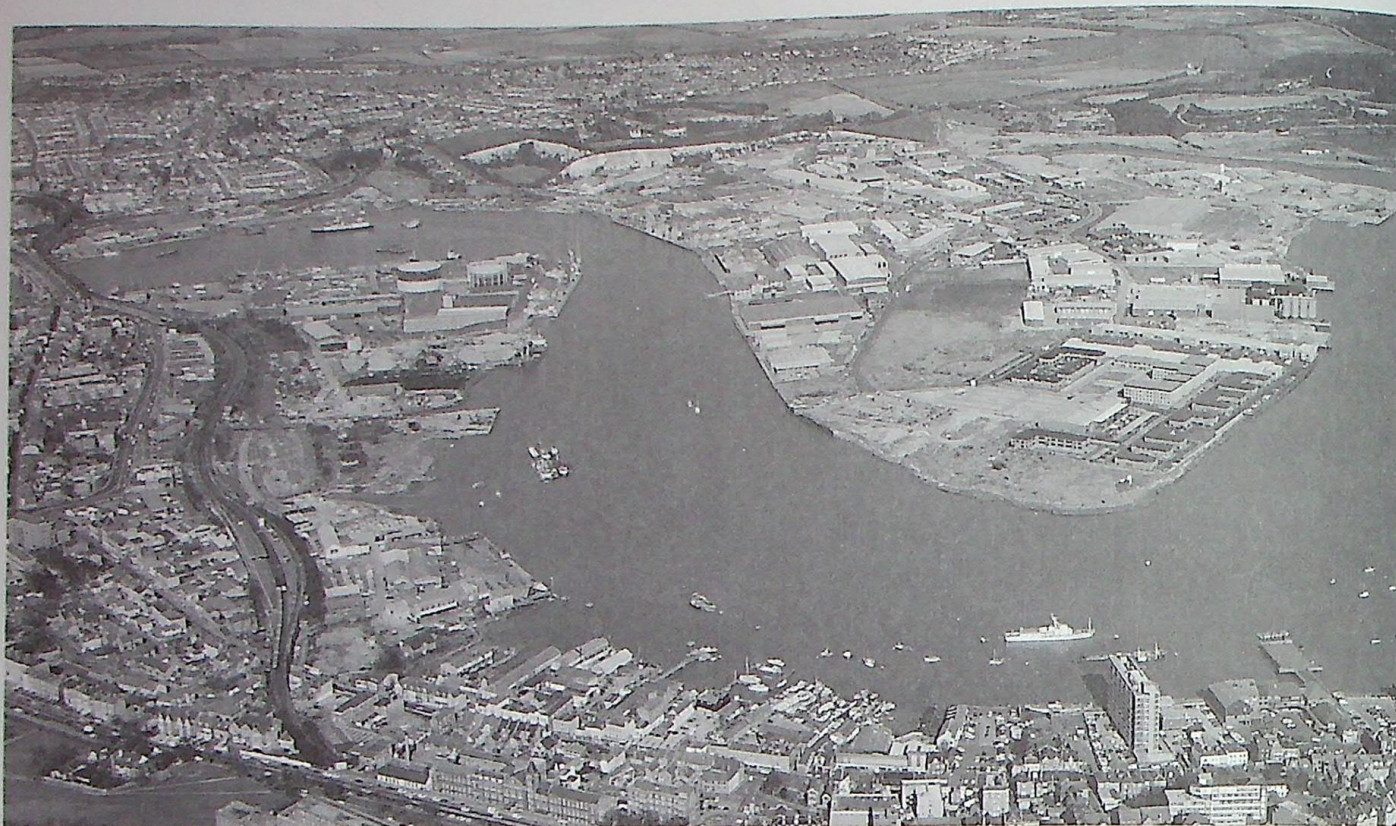
The Medway Ports Authority set up a

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The Port of Rochester

subsidiary company known as MPA Pilots Ltd. to employ authorised pilots for the piloting of vessels within its area.

The River Medway pilotage area extends from the port of Rochester, along the River Medway to its mouth and the port of Sheerness, then on to the Medway Buoy some 5.5 miles into the Thames Estuary. This area encompasses the port of Rochester, many river berths, the enclosed dock at Chatham, the container port of Thamesport and many berths in the adjoining creeks and the Swale, for example, Ridham Dock.

The area of the Thames Estuary from North-east Spit and Harwich to the Medway Buoy is shared with The Port of London Authority pilots, each conducting their own vessels to their respective rivers. Medway pilots are also the pilots for the port of Whitstable on the north Kent coast.

## History

The river at Rochester was the first major barrier to the Roman legions invading Britain, and they mounted their first camp controlling the river crossing.

The Medway was one of the favourite means of entry to Britain by the Danes who first appeared in the area in the 8th century.

The Normans fortified Rochester to control the Medway valley and greatly extended the use of the areas natural building material, Kentish ragstone. This was quarried around Maidstone and shifted by water down the Medway, up the Thames

and around the coasts. It was also a centre for weaving and the Medway was a convenient way of smuggling wool out of the country when its export was strictly controlled.

The river became a ship building centre and supplied vessels to the Royal Navy from the time of King Alfred.

In 1547 a battery of guns was set up at Sheerness as a part of the defences of the new docklands at Woolwich and Deptford. Chatham Dockyard was also established in 1547 with 120 shipwrights at work. The first graving dock was built in 1581 and 400 feet of wharfage put down.

During the 17th century, bigger ships were finding it increasingly difficult to navigate the dockyard between half flood and half ebb.

In 1763, winds from only 6 points of the compass were suitable for taking down ships of the line, and, even then, only for a few days on Spring tides. Inevitably the authorities invested in dredging and in the 18th century nearly £2000 a year was being spent on 'cleansing' the river.

This and the deep water anchorages near the mouth of the river led to the development of Sheerness.

In the middle of the 19th century a £3million extension to Chatham Dockyard took 33 years to complete, thus trebling the size of the dockyard. Sheerness dockyard was also built at this time.

From Elizabethan times, a good deal of naval building was also done in private yards. The 'Pilgrim Fathers' *Mayflower* was launched at Strood, and from private

yards came warships such as *Bellerophon* and *Shannon* which achieved fame during the Napoleonic Wars.

In the 17th century, important deposits of Fullers earth near Maidstone were being worked for the cloth industry. It was carried out of the Medway and up the east coast, as well as being smuggled out of the country from Gillingham.

Fishing has always been of great importance to the area. Oyster fisheries in particular enjoyed protection by ancient rights.

Paper making was established in the Maidstone area by the early 17th century, and rags for it were imported up the river until modern developments switched to wood pulp as its raw material. The Kemsley and Sittingbourne paper mills, now part of the UK Paper Ltd. Group, were started in 1887. The river and its creeks provided the vast quantities of water needed for production as well as its transport system.

Gault Clay, found in the Medway area, became a prime source for the cement industry. Cement factories were started in the Frindsbury and Rochester area. Barges and coasters were at one time taking the products of seventeen local cement works around the coasts of Britain.

In this century the Isle of Grain, opposite Sheerness, has seen the building, and later dismantling of a huge oil refinery, however its land has been developed into a large and successful container terminal and port, known as Thamesport (which causes many a Captain navigational problems as it is in the Medway and not the Thames!).

## The Present

**Sheerness** – From the 1st December 1994 Sheerness has had Freeport status.

The port of Sheerness continues to be one of the main ports for the import of vehicles, fresh produce and forest products. It boasts deep water berths capable of handling vessels at all states of tide.

**Vehicles** – Recent developments have seen the provision of extended vehicle parking areas. There are plans to provide greater car storage areas when progressive reclamation of the Lappel Bank, at the entrance to the Swale, is completed.

During 1993, in excess of 350,000 units were handled with approximately 20% being for export.

**Forest Products** – A new 7,000 sq metres of forest products shed has recently been completed, a total of 47,000 sq metres of covered warehousing dedicated to forest products is now available.

**Fresh Produce** – A new cold store complements the existing cool store and can offer facilities to store produce from -25 deg C to +15 deg C. A total of 20,000 tonnes of fresh meat as well as a quarter of a million tonnes of citrus passed through the port in 1993.

**Ferry** – The loss of the Olau ferry business in 1993 looks to be offset in 1995 with the introduction of a new ferry style service between Sheerness and Flushing starting in April.

**Thamesport** – This container and bulk terminal can handle vessels up to 13 metres draft and has 5 high speed ship to shore gantry cranes of 40 tonnes capacity. It has established itself with many well known companies, e.g. Hapag Lloyd, Evergreen, CML, to name but a few, using its facilities.

**Chatham** – The Medway (Chatham) Dock Company Ltd. is a wholly owned subsidiary of Medway Ports Ltd. It was formed in 1982 to establish a commercial port with the closure of the Royal Navy dockyard. Throughput at this port has steadily increased and in 1993 754,000 tonnes was

handled. In the main, this is the importing of paper, timber, pulp and other goods from Scandinavia, although a variety of other cargoes are handled including cars and steel.

Entry to the enclosed dock is by one of two similar sized locks which can take ships of 143 metres in length, 25 metres beam and 8 metres draft. Longer vessels can be accepted around high water when both lock gates on one lock can be opened.

**Rochester** – The River Medway has several river berths, most of them being in the port of Rochester. Rochester is 12 miles up river from Sheerness. The berths generally have a depth of 2 metres at chart datum and therefore sailings and arrivals are dictated by the tide. Vessels up to 120 metres and 6.6 metres draft can be accepted.

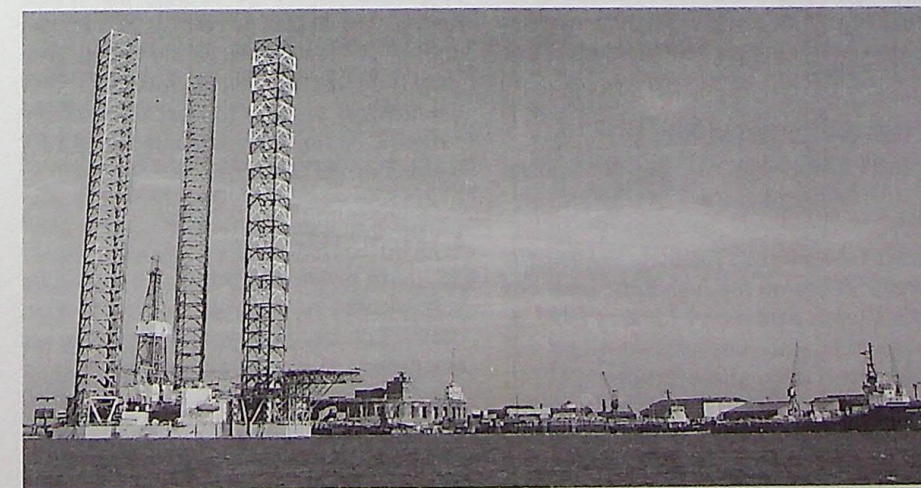
**Ridham Dock** – This private dock is situated on the Swale on the mainland side of the Isle of Sheppey. Again, the use of this port is dictated by the tide. The main cargoes are steel, forest products, bulk, general cargo and explosives. The latter cargo being ideal for this port, the nearest inhabitant being three miles away and the first building a pub!

Grovehurst Dock is beyond Ridham Dock and is specifically for the importation of gypsum for the local plasterboard industry.

At present 28 pilots operate on an employed basis throughout our complex district, handling vessels from the smallest coasters up to Rochester and Ridham to the large car carriers at Sheerness and the largest container vessels at Thamesport.

As can be seen from this brief resumé, the types of vessels visiting the Medway are very varied. This makes the pilotage particularly satisfying in that we are not ship stereotyped! The Mersey Docks and Harbour Board appear to be investing in the facilities and have great plans. We look forward to continued and busy employment.

David Lloyd,  
River Medway Pilot



If it floats we'll have it! – a piloted oil rig passing Garrison Point

## AID TO MARINE COMMUNICATION

To help counter the number of accidents which occur on board ship because of language communication problems, the UK P&I Club have produced an audio cassette which focuses on safety.

It sets out key phrases drawn from the IMO's Standard Marine Navigational Vocabulary. The aim is to help mariners whose first language is not English to recognise phrases when used by others and to pronounce them correctly.

The UK Club's Major Claims Analysis found that a significant number of accidents occurred because of communication difficulties both on the bridge and between the bridge team and pilots, tugs and shore authorities.

Peter Donnellan, the director of Thomas Miller P&I with special responsibility for the Club's loss prevention activities, said: "Much has been written about the problems of multi-language crews. This tape has been produced by the Club as a practical contribution to help ship staff improve their command of spoken English.

"The IMO Standard Marine Navigational Vocabulary provides a comprehensive range of phrases but a book cannot really help in the crucial areas of clear pronunciation and comprehension of the spoken word."

The 20-minute cassette is available in 13 languages: French; German; Italian; Spanish; Portuguese; Greek; Turkish; Russian; Croatian; Ukrainian; Japanese; Korean and Tagalog (Filipino). It consists of an explanatory introduction in the listener's own language, followed by phrases carefully pronounced in English by Captains Richard Pilley and Michael Bowen, two of the master mariners on Miller's staff.

The cassette is accompanied by a card cross-referring to the IMO book. It is being issued to club members known to employ officers whose first language is not English. Further supplies are available to all members on demand.

Added Mr Donnellan: "The tape is not designed as a substitute for basic language training. It is designed to fill the gap between theory and the classroom ashore and the reality of life on the bridge. We hope that an officer keen to improve his command of spoken English would be given a personal copy of the tape to listen to regularly while on board ship."

As commendable as this effort is the 13 languages omit Glaswegian, Geordie, South Walian, London East End, Liverpoolian, Bristolian and Spurnese to mention but a few whose first language is purported to be English. Editor



## PENSION NEWS

### Pension Bill

The Pensions Bill has now been published and received its first reading in the House of Lords on 15 December 1994. The Bill, which will require many regulations to fill out its framework, is currently being considered in detail by a Committee of the House of Lords. As there could be a General Election before the regulations come into force, the Labour Party's reactions to the Bill are particularly important. They would like a more proactive Regulator, to be known as OPRA (the Occupational Pensions Regulatory Authority), and to be financed by Government. They would also like to see at least 50% member representation on boards of trustees, with specific provision for a pensioner trustee. As far as investments are concerned, the Party supports the requirements that the appointment of custodian trustees should be compulsory and that fund managers, or trustees, should exercise their voting rights.

One of the major issues to be thrashed through is the minimum solvency requirement and there will be much water under the bridge before that issue is finalised.

### Pensions and Divorce

During the Bill's passage through the House of Lords, in mid February, the question of spouses' pension rights upon divorce was raised. The subject was not covered by the Pensions Law Review Committee's Report ('The Goode Report'), nor in the Bill itself, but Lord Mackay of Ardbrecknish, Social Security Minister, told the Lords that the Government was considering whether to amend the Matrimonial Causes Act to bring England and Wales into line with Scotland, where pension rights can be taken into account in divorce settlement. At the moment it is very much a 'grey' area and clarification is awaited.

### PNPF Retirement and post retirement procedures

Upon retirement, or whenever pension benefits are put into payment, beneficiaries are asked to provide their bank, or building society, with account details so that their pensions can be paid directly to their accounts at the end of each month (or at the beginning of each quarter in the cases of certain widow whose husbands were Trinity House pilots). Naturally, over time, bank account details and, of course, home addresses change and when these happen we need to receive written confirmation as we cannot act upon amendments given to us by telephone. Similarly, if it becomes

necessary to take out Power of Attorney, we need to see the document before we can make any changes to our records.

In the event of a pensioner's death, we should be notified as soon as possible so that we can ask the widow to complete a (simple) form and to send us her birth and marriage certificates, together with her late husband's death certificate. We need to see the original documents not photocopies, but we always return them immediately. Following receipt of these certificates, we confirm the amount of the widow's pension and set up the monthly payments forthwith.

The pension instalment for the month in which the death occurs is payable in full and this applies equally to pensioners and widows. In certain cases, the instalment can be paid into the beneficiary's bank account but if this is not possible, we would normally ask the next of kin to sign a Form of Receipt & Indemnity, authorising us to make the appropriate payment.

If a pensioner dies within five years of retirement, a capital sum representing the current value of the instalments remaining for the five year term (from the date of death) is distributed at the trustees' discretion. In practice, the capital sum is usually paid to the widow, or otherwise in accordance with any wish previously expressed by the member. This discretionary procedure would also occur if the member had retired on grounds of ill health and had elected to be covered instead by the continuation of the 'death in service' lump sum benefit.

In the case of any benefits becoming payable, whether upon retirement from service, or upon death whilst in service or in retirement, or upon the payment of a deferred pension at age sixty, all necessary documentation must be completed before any payments can be made. In the case of ill health retirements this also means that the provision of the pension has to be approved by the trustees and this can involve obtaining sufficient medical evidence which can be a rather lengthy procedure. Whilst we always act promptly, we are often reliant upon others to provide the relevant documents in order to confirm that a benefit is indeed due to be paid.

### Pension Benefits (No. 10)

Normal Retirement of an AVC Scheme member at age 60

*This time we shall calculate the benefits payable at age 60 for Ivor Rope who was authorised as a pilot on 1 January 1990, at the age of 39, and who joined the Additional Voluntary Contribution Scheme (AVCS) on 1 October 1990. Ivor transferred his previous scheme deferred benefits to the Fund and these provided an additional period of pensionable service of four years. Ivor's retirement date will be 31 May 2010*

*and we shall assume his Final Pensionable Earnings will be £60,000 p.a.*

	Months
Pensionable service in the Fund	245
Service from transfer	48
Total pensionable service	293
Pension entitlement	
293 x £60,000 =	£24,417.67 pa
720	
Maximum tax-free cash sum	
2.25 x £24,417.67 =	£54,937.00
Residual Pension	
£24,417.67 - £54,937 =	£18,922.97 pa
10	

*Ivor's AVCS capital sum amount to £36,000 but as he joined the AVCS after April 1987 it has to be converted to a pension; it cannot be paid as a cash sum. We calculate the pension available by using a formula supplied by the Fund's actuaries and this will provide an additional £2,870.00 p.a. The pension is guaranteed for five years and there is a widow's pension of 50%. In addition, both benefits will increase at the rate of 3% p.a. In other words, the AVCS pension mirrors the type of Fund benefits including the guaranteed rate of escalation on pensions in payment.*

*Equitable Life also provide a pension quotation, on the same basis of 50% widow's pension plus 3% p.a. escalation, and this amounts to £2,845.00 p.a. We generally find that the quotations from both the Fund and Equitable Life are very similar although, in the majority of cases, the Fund quotation is slightly higher.*

*Ivor decides to take the maximum cash sum from the Fund which has been calculated in accordance with Inland Revenue rules that apply for members who have joined the Fund after 31 May 1989. He also elects for his AVCS pension to be paid through the Fund and we therefore obtain the capital sum from Equitable Life. Although Ivor's Fund benefits can be confirmed before he retires, his AVCS capital sum cannot be confirmed until the date of his retirement. However, as Ivor quickly decides upon the source of his AVCS pension it is possible to start the monthly payment of both his residual and AVCS pension on 30 June 2010.*

### PNPF Secretariat

As I have mentioned before, we should be very pleased to see you at our office in central London if you would like to discuss any aspects of your Fund membership and benefits. Our office hours are 9.30 am to 5.30 pm but please telephone us first to make sure that either Deborah Marten or I will be available.

Jan Lemon

## Chronicles of a Pilot's wife

Dear Mum,

Just finished unpacking from the honeymoon so thought I'd drop you a line to let you know how things are going.

We had a smashing time. I must admit when Jim first told me, I didn't think a fortnight's tour of the Great Docks of Europe sounded terribly romantic, but when he explained it all to me I realised he hadn't organised it for his own enjoyment, but to help me learn a little about pilotage and shipping.

The first time we went aboard a ship, we were invited on to the bridge to meet the Captain. It was really interesting - even if I did make a bit of a wally of myself. There I was dressed up for a posh meal in a swanky restaurant, you know stilettos, tight skirt, low-cut blouse, hair specially done (well, I was on honeymoon!), and we just happened to pass the Dock we'd toured earlier that day and Jim said he'd like to call in and say hello to the Captain of the Jolly Whatsit, or whatever it was. It was a windy night - a tall ship - and needless to say by the time I reached the bridge I looked like I'd just been run over by a bus and then gone three rounds with Mike Tyson.

Anyhow. Here we are back in our little home and everything's just grand. I'm still in the early stages of getting used to Jim's rota - you know, when he's on days, when he's on nights, when he's going to be sleeping in. When he'll be home for tea and when he'll be out all night and I need to pack sandwiches etc. - but I'll soon get the hang of it.

Your loving daughter, Julia.



Dear Mum,

Sorry I've not written for a while but the baby's teething and life's a bit fractious.

What I would give for a good night's sleep! Carla seems to operate on a completely different time-clock - something like Jim's! It's hard work trying to accommodate his work and sleep pattern with hers.

I'm run ragged at times trying to let everyone else get a decent rest (jumping on the phone as soon as it rings, gagging the dog if it barks, turning Neighbours down low), when all I want to do is curl up on the sofa and snooze. When my head hits the pillow at night I feel as if I could sleep for a week - but it's either 'Hello Sailor' (Jim thinks we're on permanent honeymoon!) or a case of getting some shut-eye as fast as possible before the phone goes to call him out again, which then wakes Carla up and ... so it goes on. They tell me it goes with the territory.

I guess Jim thinks I've got it easy, being at home, while he's out climbing ladders in the middle of the night with a force nine blowing, and he's right, of course, in many ways - but I'd love to think I was guaranteed at least one night's unbroken sleep. Or how about the luxury of a week or two off every now and then? I'm not knocking his job, but just sometimes the working husband v the housebound mother bit gets me down. Like when I've struggled to get the meal together, juggling baby and pork chops, only to find the ship's come ahead and he's got to go at 6 instead of 7, or because of a delayed act (or more likely a pint in the Boiler Maker's Arms!) he gets back two hours late and the meal's ruined.

Anyhow, I didn't mean to turn this into an excuse for a grump. Better go and change a nappy or something!

Cheerio, Julia.



Dear Mum,

Well, I'm back amongst the ranks of the employed now. I've just had my first day in the new job and although it all seemed a little strange and I felt middle-aged amongst all those nubile young teenage office workers, I'll soon get the hang of it.

It's funny how I've changed when I looked back over the 12 years Jim and I have been married. Well, not me too much, but my attitude I suppose. Let's face it, adapting to being a wife of any sort is difficult, a lot harder I think than the changes the man has

to make to be a husband. But being married to someone who works such odd hours as a pilot takes a bit of getting used to. I suppose you can say it's the same for any shift worker's wife, and yet the hours pilots work seem a lot more variable, and you have to get the hang of their system of turns and watches, and when they're going to be duty pilot etc.

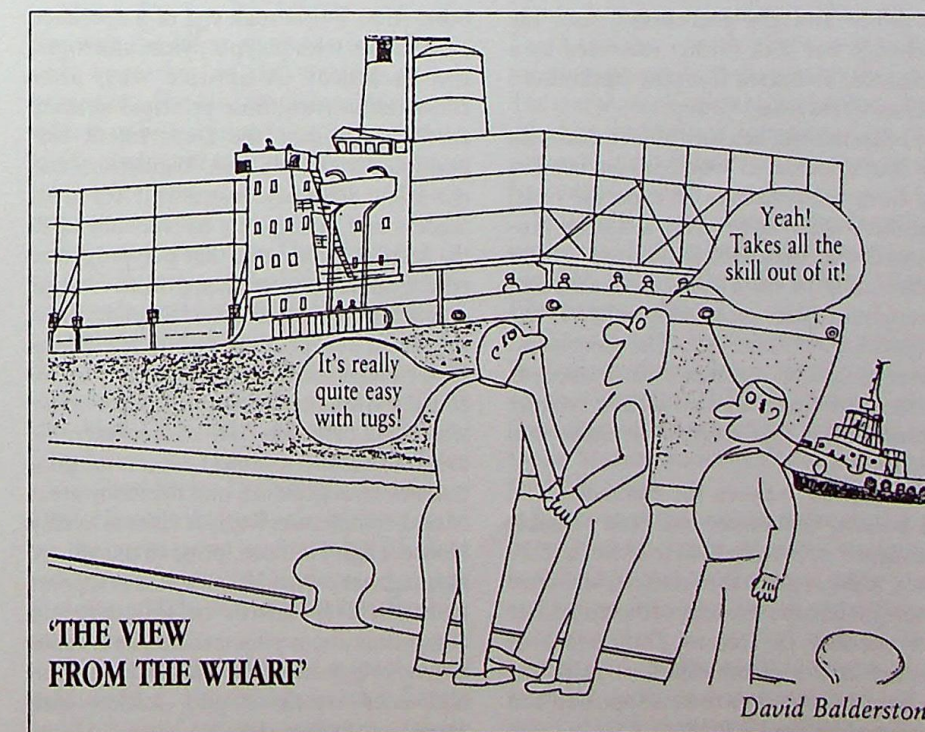
Simple things like making a dental appointment for him is hard. "Would 10am on the 14th be OK?", no - my husband will be on a day off and be sleeping in. "How about 12noon on the 18th?", no - he's on days then, "Then how about 4pm on the 22nd?", yes - that might be OK because although he's on nights he's last on turn and should be free to come. I get the feeling people sometimes think you're being difficult.

But it's a hugely misunderstood job. People think they have it cushy, the amount of time they have off, but when you ask them if they'd like to climb out of a warm bed at 4 in the morning, drive 25 miles, and climb a 9m ladder in the pouring rain, or sail a ship in a force nine, they soon start to see the down side.

Anyhow, must dash. Jim'll be back soon for tea and we're supposed to be going to the theatre tonight. Let's hope he doesn't fall asleep this time as soon as the house lights go down and wake up with: "stand by on one," like he did last time! Hey-ho it's great fun being a river pilot's wife!

Lots of love, Me.

CFD





# Technical Committee

## UKPA (Marine)'s Technical Sub-Committee - 1985-95

The Constitution of the Technical Committee requires that the committee should have a broad geographical spread with its membership being representative of the different types of ports within the United Kingdom, with the purpose of the committee being to endeavour to keep abreast of developments of a technical nature in the marine world, likely to affect pilots and to inform pilots when considered necessary, of such developments. In addition to meeting twice a year, the committee submits an annual report to conference and produces an article for each issue of *The Pilot*. To ensure the necessary degree of communication between the committee and the UKPA(Marine), an appointed member of the Section Committee shall sit on the Technical Committee. The Technical Committee shall maintain an active link with the technical committees of both EMPA and IMPA.

Over recent years the committee has been able to forge strong links with, and input into, both the European and the international technical committees, and establish a respected presence at The Nautical Institute by representing pilots twice a year on the Institute's Papers and Technical Committee. The invitation to the Research and Development Manager of the RNLI to attend committee meetings has been maintained, with a yearly exchange of technical information of common interest to pilots and the Institution, and the exchange has been further enhanced by a reciprocal invitation from the Institution's Technical Advisory Group.

The committee has been able to deal with the much increased workload by benefiting from the considerable expertise of its members who have very willingly progressed the many issues raised, either individually or on a collective basis, and throughout been most supportive of the committee's Chairman. The consistent presence of a spokesman from Europilots on the committee has also given a broader representation and worthwhile input into meetings.

The liaison between the committee and the Section Committee has been valuable and much appreciated over these last 10 years, and has given the Section Committee an insight into the working of the committee and enabled the recent draft codes of practice and recommendations from the Technical Committee to be a approved and circulated by the UKPA(M).

Matters needing discussion and any further comment are dealt with as agenda items at committee meetings, and it is regrettable that the customary detailed agenda leaves little time for a more general discussion - similar to the lack of agenda time at Conference to go into the current year's work of the committee in any depth. Between meetings, progress continues on a correspondence basis or by telephone.

The committee holds the belief that, when requested to inspect or test equipment, such as protective clothing or a pilot ladder step, a written report should be promptly sent to the manufacturer and, that when necessary, that manufacturer should be invited to a committee meeting.

After consultation with the Chairman of the UKPA(M), and if finances permit, there are instances when, if committee members are available, the committee should attend specific seminars or attend trials such as those of the recovery pole or wire safety systems. In the case of seminars it is not unusual for the committee member to be the only one with up-to-date practical experience attending, and his contribution is much valued.

Though it is not feasible in such a report to itemise everything covered in the last 10 years by the Technical Committee, it should be noted that a record of all committee meeting agendas, minutes and associated correspondence is kept at Transport House. This report will only briefly highlight the more important issues dealt with by the committee.

The proposed use of polypropylene cordage for pilot ladder sideropes had long been a matter of concern for pilots, and had led to much previous correspondence between the then UKPA and the Marine Directorate of the Department of Transport. After a thorough test of a specimen pilot ladder with polypropylene sideropes, the Technical Committee was, after consultation with those principal nautical surveyors within the Department responsible for the MS LSA Regulations and the UK's Statutory Instrument for pilot ladders and hoists, able to recommend to the Section Committee that polypropylene cordage made by certain approved cordage manufacturers could be used for pilot ladder sideropes. This practical resolving of a long term concern led to a productive and useful contact with the Department's surveyors which in turn has led to considerable progress on the technical aspects of pilot transfer arrangements, and the many areas of non-compliance. Regular visits to Sunley House, High Holborn, prior to committee meetings has particularly resulted in support from the Department in following up complaints about pilot transfer, be it about wrongly rigged accommodation ladders on high-sided vessels or pilot ladders with aluminium ladder steps.

With the advent of and approval given to the American COMAR 1 pilot ladder, the Department consulted with the UKPA(M) on the new American orange pigmented urethane step and poly-dacron siderope pilot ladder made by New Jersey based company A. L. Don. All supporting documents, plus a sample step and stainless steel clamping device for their Erik 11 ladder, later to become the DJM2 ladder, were sent to the committee for inspection. This consultation continued with the COMAR 1 replacement step, before the Department's approval was given.

With the establishment of this contact between the Department and pilots, the committee devoted a considerable part of their agenda time to correspondence on technical matters from the Department, who accordingly acted upon the committees advice on many varied issues of pilot transfer such as electric hoists, accommodation ladder steps and lower platforms etc. To follow up the difficulties arising from badly designed accommodation ladders used in conjunction with a pilot ladder for pilot transfer, the committee visited the UK manufacturer of accommodation ladders who proved responsive to the improvement/modification being sought - this contact being very recently used to deal with an accommodation ladder related complaint. The concern of pilots of the transfer by pilot hoist is now well recognised at the Department, and the committee was able to meet and advise an established UK manufacturer of pilot hoists wishing to further develop and improve the existing model of hoist.

The Department responded to complaints from pilots about certain high-density plastic ladder steps and liaised with the committee in further testing sample steps. This successfully resulted in the Department withdrawing the Certificate of Inspection and Tests granted to the step's manufacturer.

As well as dealing with the requirements of the 1987 Statutory Instrument on Pilot Ladders and Hoists that came into force on 1 January 1988, the committee was a consultee to the 1993 draft amended regulations which came into force on 31 January 1994 as SI 1993 no.3232. The committee has also been able to sight and comment upon the 'Guidance instructions to surveyors on pilot ladders and hoists'.

The loss of the Channel Islands' pilot whilst boarding *m/v Havelet* and the resulting MAIB enquiry and recommendations further developed the consultation process between the Department and pilots, and in addition to further visits to Sunley House the committee was in productive correspondence over the recommendations on pilot's protective clothing, the equipping of pilot boats with recovery poles and deck traveller systems, the better monitoring of a

common VHF frequency between all concerned during pilot transfer. Further consideration was also given to section 4 of the Pilot Boat COP and directly led to MS Notice M. 1473 - Manning of Pilot Boats, with pilots sighting the draft Notice beforehand. Protective clothing for pilots and the appropriate required standards necessary for approval has been progressed, again through regular consultation and visits, resulting in the Department recognising the committees recommendations on 'Protective clothing and safety equipment for the marine pilot'.

To gain better understanding within the Department of the varying recovery techniques and retrieval equipment necessary on pilot boats, and the retrofitting of retrieval equipment to existing pilot boats, the committee was invited to submit drawings of the simple and proven examples of stern and midship systems. A subsequent meeting arranged at Sunley House, prior to the regular committee meeting, covered all the technical aspects of deck safety on pilot boats.

Ships with constructional features that prevent compliance with the requirements of SOLAS V/17 have long presented problems for pilots and pilot boats, and the J J Sietas built *Widukind* class are no exception. Despite the best endeavours of all concerned to resolve this non-compliance with the pilot transfer arrangements, the issue of such ships has moved to IMPA's Technical Committee agenda.

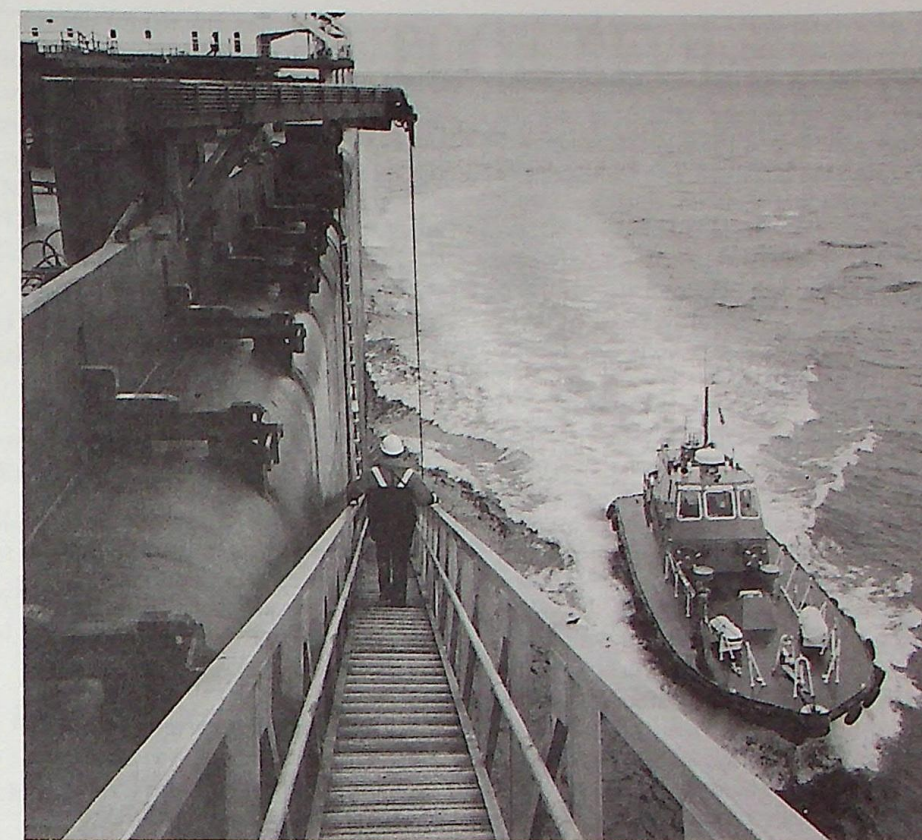
Pilot transfer on mobile offshore drilling units (MODUs) has been hazardous at best, and the Department's surveyors were able to provide supportive advice when visited at Sunley House, and their guidelines on means of access were discussed within the committee.

With the moving of the now Marine Safety Agency to Spring Place, Southampton, such direct contact with surveyors is again more remote, though telephone contact is still maintained.

The Technical Committee since 1985, has been given the support of the Section Committee to represent pilots on many committees, giving the practical advice and experience now so lacking at many gatherings of 'technical experts'.

The committee attended the first Working Group meeting on Electronic (Digital) Charts, in Sunley, set up by the DOT to advise the UK's Safety on Navigation Committee (SONC) on all matters relating to the development and use on board ship of electronic charts with particular emphasis on user requirements and on implications for safety of navigation. The progress of what is now known as ECDIS is well known to pilots, and the committee was able to give input to the WG in all its early deliberations.

The committee was also invited to the then DTI's UK Efficient Ship Programme -



Disembarking from a 170,000 ton bulk carrier

being a series of meetings giving all sides of industry the opportunity to explore a future collaborative research into ship design, covering all aspects of bridge, engine-room, deck and cargo handling improvements. Again, pilots' practical experience and advice was recognised. Both the Section Committee and Technical Committee have long represented pilots on the UK's SONC. With spasmodic meetings in London, this important and very large committee with direct referral to IMO's sub-committee structure, has proved difficult to prepare for, with too many papers arriving late or only appearing as the meeting agenda progresses. Similar complaints from many sides may be resulting in an improvement, giving committee members a better chance to prepare and consult when necessary, prior to meetings.

Representation on The Nautical Institute's Papers and Technical Committee, meeting twice a year at 202 Lambeth Road, has made the Institute much more aware of the particular role of the pilot in the marine industry, and is further enhanced by the Vice-Chairman of the Technical Committee, Peter Russell, being nominated a Vice-President of The Nautical Institute in 1992. His contribution to the advisory panel on the preparation and making of three videos on bridge procedures, passage planning and the master/pilot relationship, was considerable.

The committee prepares a paper, for submission to the agenda of each Papers and Technical Committee meeting, on those

technical matters presently being dealt with in the UKPA(M), EMPA and IMPA Technical Committees. The Institute has thus supported many of the issues from these committees, such as the pilot ladder safety campaigns and all related transfer difficulties, and in turn the committee has submitted articles and summaries for publication in the Institute's monthly 'Seaways' such as on ladder safety campaigns, and on helicopter guides. The committee contributed to the Institute's comprehensive publication on 'Piloting and Shiphandling', with three committee members preparing 4 chapters to the book. The committee Chairman has at times, been asked by the Institute, to read and appraise papers submitted by candidates taking the Institute's diploma on pilotage.

Many of the safety features fitted to pilot's protective clothing have been shown to the Institute, as has the UKPA(M)s Marine Pilot Safety video.

The committee has been able to assist the Institute on the matter of berth access and on the Institute's VTS Working Group. Contributions have been prepared and sent to the Marine Accident Reporting Scheme (MARS) editor.

The committee recognises the significant improvements made to safety equipment now being fitted to the latest pilot boats, and has readily responded to requests from manufacturers to test or inspect such equipment. Some manufacturers have attended committee meetings and certain items of equipment such as latest clothing



or pilot boat deck equipment have been inspected and discussed - some manufacturer's newest lifejackets and immersion suits, the latest rigid safety rail and the safety wire system being good examples.

Visits have been made to various parts of the country, at the manufacturer's requests, to test equipment. The committee took part in trials, at Plymouth, of the recovery pole in its development stage, and helped in early designing of a very successful hydraulic recovery boom. It has been encouraging that the committee has been able to visit several pilot stations to take part in retrieval exercises, both during day and night, carried out in the Orkneys. The committee's work with the Scottish Guild of Pilots was most rewarding and the resulting day of oversight tests held at Granton was well remembered.

The recent incident in the Thames, reported in issue no. 232 of *The Pilot* entitled 'Man overboard - do we stand a chance' was followed up by the committee by visits to all concerned. Much correspondence has resulted with the manufacturers of the ladder in question and whilst a complete understanding of the committee's criticisms has not been reached, the ladder has been modified to help avoid such difficulty recurring.

The committee was able to make visits to a UK boatyard during the building of a 12 metres semi-rigid inflatable pilot boat, and attend the pre-delivery trials.

The committee was able to give support and assistance to the UKPA(M)s Pilot Boat Sub-Committee, particularly during the drafting by the Department of the Pilot Boat COP.

Seminars and conferences are advertised and reported in many nautical journals, and at times seem to be a platform for the best meaning theorists and office-bound personnel to deliberate on all aspects of maritime affairs. At those such gatherings, where matters directly concerning pilots are discussed the UKPA(M) attends and for matters of a technical nature asks the Technical Committee to represent pilots.

The alternate year Safety at Sea and Maritime Electronics Exhibition and Conference (SASMEX) has been attended by the committee on several occasions, when appropriate papers for discussion have been on the conference agenda, and the electronic exhibition has been a source of information when looking for improvements to pilots' protective clothing.

The Royal Institution of Naval Architects' alternate year conferences, in Southampton, on Surveillance, Pilot and Rescue Craft for the 21st Century, have been well attended by many concerned with pilots and pilot boat operators, and both the Section Committee and Technical Committee have presented papers to the conference.

The annual European Workboat Show in Port Solent also gives an insight into

progress in equipment and small boats, including the latest pilot boats, and the committee took part in an afternoon seminar dealing with aspects of safety on pilot boats.

An international conference on training for survival and rescue at sea, in St. Johns, Newfoundland, was attended, with a committee member submitting a paper and giving an illustrated talk on 'Fit for Life - surviving immersion'.

Some of the many seminars attended by the committee at the request of the UKPA(M), include those on helicopter/ship operations, navigational aspects of the Severn barrage, boarding and access, navigation and the human factor.

C M Irving,  
Chairman, Technical Committee

TO BE CONCLUDED IN OUR NEXT ISSUE

## Sea Safe

Dear Mike

I am writing to you further to your visit at our office in Chatham Historic Dockyard, Kent on 20th February 1995.

After a few complaints from customers, re: apparent leaking, we tested a SeaSafe coat whilst you were here by pouring 14 mugs of water into a hollow made from the rear of the coat. After leaving for five minutes there seemed to be no problem with leaking on this coat. We further tested another coat by spraying a volunteer with a hose for 10 minutes with no apparent ingress of water.

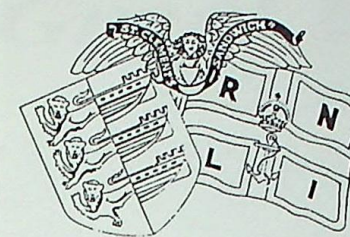
We feel that the reason for the complaints we have had is due to the interlining being incompatible with the outer material and causing a build up of perspiration. To try and remedy this problem we intend to make two sample coats using a drop lining, and we will have these tested by members of the Technical Committee and replacing the lining in your coat.

We are pleased to announce as per our discussion a testing and certification facility for our coats at our premises in Chatham Historic Dockyard, this will include inspection of caps and CO2 cylinders and testing of inflators and lights. Repairing of coats where viable will have to be done at the factory on the Isle of Wight.

We are currently working on an illustrated poster of display in Pilot Stations to supplement the care and safety instructions leaflet supplied with each coat.

Finally, we are still in the process of developing the Splash Guard for the face and hope to have another sample for you to look at very shortly.

David R. Coe,  
SeaSafe Marine Clothing Ltd



SANDWICH BRANCH  
Royal National Lifeboat  
Institution  
In association with  
ST. CLEMENT'S  
SANDWICH  
Church Restoration Fund

### SANDWICH FLOWER FESTIVAL '95 Thursday 15th - Sunday 18th June

#### Floral Displays

LIFE IN ST CLEMENT'S (St Clement's Church)  
at the Parish Church of St Clements, Knighttrider St

MUSIC OF THE SEA (RNLI)  
at St Peter's Church, Market St

FLOWERS THROUGH THE AGES (RNLI)  
at St Mary's Church, Strand St

~ ~ ~

### SANDWICH GARDEN SOCIETY ROSE SHOW

Saturday 17th June  
at The Guildhall, Sandwich

Open 1.30pm Trophy presentation 4.30pm

FLORAL DECORATIONS THROUGHOUT THE TOWN

## BOOK REVIEW

### A HERITAGE FROM THE GOODWINS

by David Chamberlain ~ Price £2.50

A private publication, David Chamberlain has written some interesting accounts of shipwrecks off the coast of East Kent, many of which would have had pilots aboard. The most famous, Brocklebanks SS *Mahratta* went aground and broke up in 1909, remarkably Brocklebanks next *Mahratta* came to grief in 1938 only three quarters of a mile away!

Copies of this book, and his previous book 'Forgotten Shipwrecks of the Downs' can be obtained from the Deal Bookshop, 7 Broad Street, Deal, Kent CT14 6ER.

### TRINITY HOUSE LIGHTHOUSE SERVICE

#### Would the last man out please leave the light on!

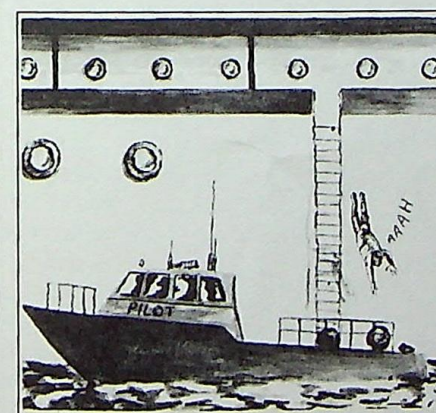
After 13th December 1994, Hanois Lighthouse off Guernsey will be the last remaining manned offshore lighthouse maintained by Trinity House.

On 8th December keepers leave the Needles Lighthouse off the Isle of Wight for the last time and on 13th Lundy South Lighthouse will become unmanned.

The automation of Needles and Lundy South Lighthouses will enable savings of £2,404,000 to be made over the 15 year life of the equipment.

Hanois Lighthouse is scheduled for automation in early 1996.

## THE MISADVENTURES OF CARELESS CAPTAIN COLIN...



### ARE YOU READY TO TAKE THE PLUNGE?

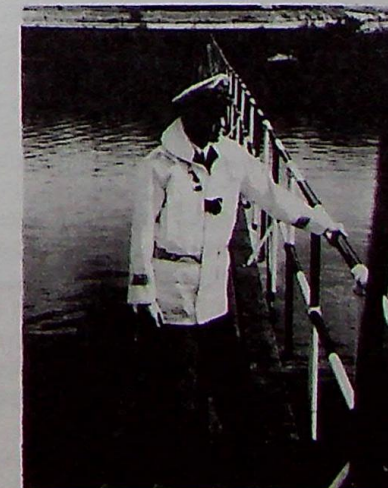
A combination jacket/life jacket offering full freedom of movement — made from a light weight breathable fabric.

- 2 Year Guarantee on waterproofing
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# A View from 'Down Under'



## Queensland Coast & Torres Strait Pilots

ASSOCIATION

Greeting from the Antipodes where the economic rationalisers have decided that "competitive pilotage" is the new found way of doing things.

The head of the Australian Maritime Safety Authority (AMSA) has stated that they are at the 'cutting edge' of pilotage reform, and when it is pointed out that competitive pilotage has been tried elsewhere in the world and abandoned as undesirable, the reply is "that previous experience does not apply in the Great Barrier Reef situation". What hope do you have against such thinking?

Our Association receives a regular copy of *The Pilot* and find it interesting reading.

I was interested to see the reprint from "Fairplay" in one of your earlier editions, I enclose a recent "Fairplay" comment on a review that has just been held on our Pilotage, we are not holding our breath on the outcome as we fear a whitewash of the AMSA, who are now our licensing authority.

Also enclosed is a brief historical item on pilotage in the Great Barrier Reef up to deregulation in July last year.

Capt Peter Small, FNI, MRIN,  
Navigation Spokesman,  
Queensland Coast & Torres Strait Pilot

## Straight talking

Take a look at this bit of officialese from the Australian Maritime Safety Authority (AMSA). "With nine months experience as the regulatory authority for coastal pilotage, it is now appropriate that the regulatory framework covering coastal pilotage be reviewed with the aim of ensuring that AMSA's approach is achieving the highest level of safety." That translates as, "Maybe we did mend something that wasn't broke, and we're scared stiff that cut-throat competition in the Torres Strait and Barrier Reef will end in disaster."

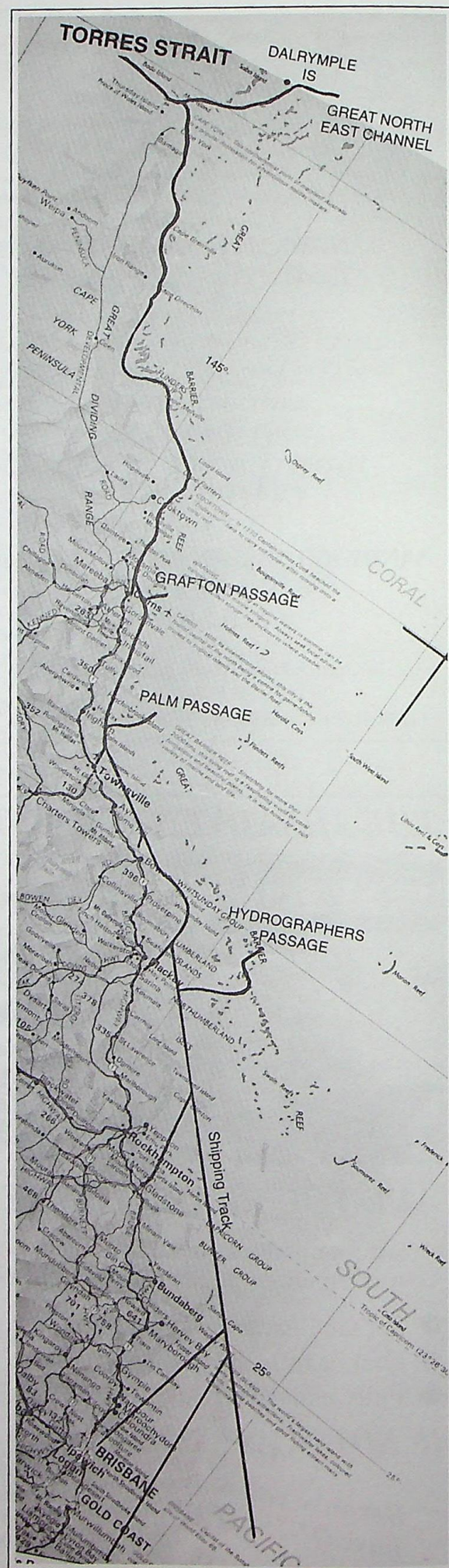
The face-saving spiel, I suppose, is a sign that Australia really is becoming a part of Asia. Well, what's needed now is some straight talking about whether allowing unfettered price competition between pilotage companies, in probably the most environmentally sensitive waters in the world, was an act of collective madness.

The person who needs to hear this straight talking is former transport department official Patrick Crone. He has been called in to do an independent review. The first thing he needs to do is drive a horse and cart through the silly terms of reference he has been given. These talk about licensing arrangements and regulatory measures.

Yes, okay, Crone ought to tell AMSA to insist that pilots have had command experience before joining the pilotage companies, just like they used to have. Also, the regulations ought to say it's crazy to have seventy-four-year-olds climbing Jacob's ladders. Never mind ageism, it's simply crazy.

But what Crone really has to do is look at the price competition between the companies and ask whether it's sensible. This is no doubt the point at which AMSA will scream, "That's nothing to do with us." It is everything to do with AMSA because AMSA has to deal with the consequences of such unfettered competition. If, at the end of the review, Crone can say, in his professional judgement, that pilots cutting each other's throats in a rate war "achieves the highest levels of safety", I would like to know how.

From "Fairplay"



# Great Barrier Reef Pilotage

## A Background History



A Pilot Service commenced operating in the Inner Route of the Great Barrier Reef in the 1860s. In 1975 the Queensland Government empowered the Marine Board of Queensland to regulate coastal pilotage and in August 1984 the Board issued regulations for the licensing of pilots and a scale of pilotage fees.

Pilots got together in 1892 and formed the Torres Straits Pilots' Association to act on their behalf, instead of the Marine Board, and appointed their own agent. The Association was reorganised in 1907 as the Torres Strait Licensed Pilots' Association, at which time the first Secretaries were appointed by the Association.

In 1912 the Marine Board issued new regulations, which among other things, gave the Board the authority to appoint Secretaries.

Pilots continued to operate in a self-employed capacity, however, they were required to pay a commission of 7.5% of their pilotage fees to the Secretaries to cover management costs.

From 1912 to 1987 the Service gradually expanded and during this time

the pilots developed an efficient infrastructure of pilot launches, pilot station, VHF communications system and a helicopter operation. All of this was from pilots' own resources and with no financial input from government, shipowner or secretarial sources.

In 1987 the International Maritime Organisation (IMO) adopted resolution A619(15) declaring most of the Great Barrier Reef a "Recommended Pilotage" district.

IMO declared the Great Barrier Reef a "Particular Sensitive Area" in 1991 and the Australian Government took action to introduce compulsory pilotage for the areas; Cape Yorke to Cairns and Hydrographers Passage. Compulsory Pilotage was enacted by an amendment to the Great Barrier Reef Marine Park Act.

The Australian and Queensland Governments mutually agreed that the authority for licensing pilots should be transferred to the Australian Maritime Safety Authority (AMSA) from 1st July 1993.

The Queensland Regulations had specified amongst other things, the



qualifications, duties and responsibility of pilots, their rest and leave periods, penalties for misconduct, pilotage dues and the power to appoint the Secretaries. AMSA on the other hand stated they would be responsible only for the qualifications, training and licensing of pilots.

Thus, after 81 years the pilots could once again take control of the management of their own commercial affairs as the government-granted franchise held by the Secretaries was terminated on the transfer of licensing on 1st July 1993.

Of the 44 pilots licensed prior to 30th June 1993, 38 elected to form their own Pilotage Company - the Queensland Coast & Torres Strait Pilot's Association - to act as their managers. The remaining six pilots decided to contract to a company formed by the ex-Secretaries.

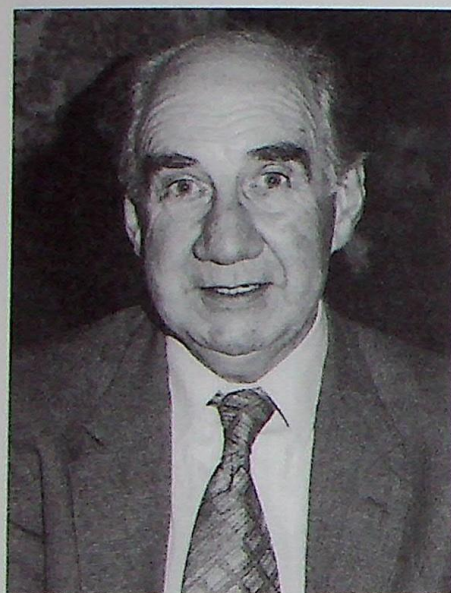
An update on the latest situation would be interesting. Editor





## OBITUARIES

### David Rothwell Herbert



Many will be able to recall the career of a colleague whose breadth of vision and ability led him to strive, without fear or favour, for the advancement of the pilotage profession and for the betterment of his fellow pilots. David Rothwell Herbert was such a man.

On 23rd September 1994, DRH, as he was known to many, passed away after a period of progressively poor health, coinciding with his wife's illness, and who predeceased him.

DRH entered the Liverpool Pilotage Service in 1940. During his apprenticeship he was awarded the Silver Medal of the Shipwreck and Humane Society for saving a drowning man from the River Mersey. In 1943 he was one of the crew of a pilot boarding punt sent to search for survivors after an anchored vessel in the Mersey had been mined and sank. The pilot and crew members were rescued. He was licensed in 1945 and advanced to become an Appropriated Pilot for, successively, the Bibby Line, The US Lines and the Esso Petroleum Co. His political instincts led to him becoming elected to serve as Liverpool Pilot's representative on the Pilotage Committee; a role he filled with distinction for the greater part of his First Class career.

A native of Anglesey, it was to here that he returned in 1974, surrendering his licence, to take up the appointment of Pilot Manager for the new concept of a Shore Station at Point Lynas. In 1987 on reaching 65 years of age he retired to his home in Llanellian, nr Amlwch.

He was a lifetime supporter of the Liverpool Football Club. Amongst other interests, he developed a passion for collecting paintings of ships and of local scenes; he knew his subject well as he did for anything he undertook.

Sincerest condolences to his daughter Jen, and to his son Adrian, himself a pilot for Holyhead, and to all the family.

### John Howell

John Howell, a retired Cinque Ports Pilot, died in his sleep at home on 31 January 1995 after a long illness.

He was born in Haywards Heath in 1924, and attended Brighton Grammar before training at HMS Worcester from 1939-41. During the war he served with the Port Line in both the Atlantic and Pacific. He then joined the United Baltic Line, after attaining his Masters (Foreign Going) certificate and served as Captain on the *Baltic Comet*.

He joined the Cinque Ports Pilots in 1957, working firstly from Thanet and then transferring to Dover in 1959. When the pilot cutters stopped working, he worked from Folkestone pilot station until its closure in the re-organisation. John worked for the Medway Ports Authority as a Medway pilot until his retirement in 1990. The Medway pilots appreciated his experience at the time of the handover.

During his time in Dover, John was an enthusiastic member of the pilots' cricket team, and later took up golf and joined St.

Augustines Club, enjoying his golfing holidays with other pilots to Spain and Portugal.

After retirement John and Joan spent a long holiday in Australia with his eldest son's family, re-visiting Devonport after an interval of 40 years, where he was very impressed with the maritime museum.

Christmas eve dinners were always a ritual in the Howell household, and John always used to disappear about 11.45 pm to get his presents wrapped by midnight.

He is survived by his wife Joan, sons Philip, Andrew and Stephen and 5 grandchildren.

### Captain Eric Smith



It is sad to record the death of Eric Smith, a retired Firth of Forth Pilot.

Eric was born in Ullapool the west highland fishing village. A natural seaman, he joined the fishing fleet at age fourteen, not exactly what his parents had in mind. Two years later in 1941 he entered the Merchant Service. Little is known of his war service, as he simply did not discuss it. He served with several reputable shipping companies of the period and obtained his Master's Certificate. He ended his sea career in command with Christian Salvesen of Leith.

In 1960 Eric became a Forth pilot, licenced as an Inward Pilot based in Fife. In 1965 he transferred to the Leith and Granton Station and in 1988 he became a universal pilot, on the amalgamation of all areas within the Firth of Forth. He retired in 1991 aged 65.

## OBITUARIES

Eric was a great shipmate who treated all his colleagues kindly, particularly new pilots, always ready to give sound advice, when asked. He had an endless fund of tales, which only improved with the telling. His love of story-telling and his self deprecating humour, combined to make him a much loved character.

His hobbies were building working boats, fresh water fishing and an interest in various subjects through his extensive reading.

Eric's last two weeks were spent in the 'Marie Curie', Edinburgh, his illness borne with courage and dignity. He will long be remembered by his colleagues on the Forth and by many visiting ship masters.

He will be sadly missed by his wife Mary and family, John, Carol, Mary and Catherine and his beloved grandchildren, to whom we extend our deepest sympathy.

### Captain William Thomson Dawson OBE

Bill Dawson died 24 December 1994 having enjoyed 17 years of retirement. Bill started his seagoing career as a cadet in 1925 being promoted Master in 1940. His ship, not known, was sunk early in the war and he spent three weeks in a lifeboat before being rescued. He was awarded the OBE in 1943 having shown, 'splendid courage, resource and leadership' making determined efforts to save his ship in circumstances of great difficulty and danger after another of his ships was torpedoed in mid-Atlantic. Again the name of the ship was not mentioned, probably Chr Salvesen or the Lyle Shipping Co, with 160 passengers aboard.

Bill was licensed as a Leith Pilot on 18/1/50, 8 days before he was age-barred and 14 years after he first applied. He reckoned he was the one who broke the mould in that he was not one of the 'sons of pioneers' i.e. he had no pilot relatives.

Bill became a member of Trinity House Leith in 1941 and became Master in 1964 and ran the affairs of the House with a great zeal and efficiency until his retirement in 1977.

His wife Jean suffered from Multiple Sclerosis and he had to do more and more for her as the disease worsened, until latterly she became totally dependent on him. Bill was unfailingly cheerful and uncomplaining despite the work and cares of his home and Trinity House. Bill was a wonderful watchmate with a great sense of humour, always willing to help in any way needed, ready with advice if asked and no job did he find too much for his ability.

Jean died in August 1976 and Bill decided it was time for a rest, to my mind, thoroughly well deserved. He resigned as Master of Trinity House in March 1977, retired as a pilot in July 1977, aged 67, and moved to Ramsey near Harwich to live with his sister and niece. As far as I know he had a happy retirement and as his health deteriorated latterly he was looked after devotedly by his niece Margaret.

On 24 January 1995 his ashes were interred beside his wife in Edinburgh and thereafter a memorial service was held in Trinity House, conducted by the Rev. T. Thomson his old Minister, at which his family, members of Trinity House and his few surviving colleagues attended and paid tribute to a fine seaman and a good friend.

Bill is survived by his son Jim and his two grandchildren.

### George Goodman



The last local Ipswich Trinity House pilot has died at the age of 83.

George Goodman was born in Chelmondiston in 1911 and joined the Holder Brothers company in 1927, following in his father's sea-going footsteps.

He spent 21 years at sea before becoming a river pilot on the Orwell for a further 29 years. He retired in 1977.

Mr Goodman met his wife Laura, now 74 while in New York during Christmas 1945.

The couple had one daughter, Helen, who now lives in Canada - Laura's home country.

Mr Goodman also leaves two grandchildren, Craig and Tanya.

## Coastlines

A classic example of 'known errors' is highlighted by this Korean vessel sailing from a NZ port.

"Captain", the aghast pilot claimed, "your gyro has an error of 35 degrees". "Oh no," the captain replied firmly "only 32 degrees".

Moral: If you're going to complain get it right!

\*\*\*

David Edge, a pilot at Bluff, is the new Editor of *The New Zealand Pilot*. His address is 69 Onslow Road, Bluff, NZ. Anybody wishing for copies of his magazine should contact him to arrange postage.

The magazines' previous Editor, and our regular illustrator, David Balderston apparently forgot to call out his pilot launch one day when sailing from Dunedin and is now completing his training at the Harwich Haven Ports District! A far cry from South Island - and dare I say it, not quite as photogenic. We welcome him to the UK pilotage scene and wish him and his family well.

It only remains for this Editor to appeal to the NZ pilots for an opportunity to employ an ageing UK volunteer with a gammy left leg in some far flung port down under. Surely there must be something I could do!

\*\*\*

With reference to Ray Eades pictures of 'The Pilot' pub at Dungeness, I was disappointed that no ex London Channel Pilot bothered to tell Ray of the years they spent landing from Mick Bates' boat on the shingle beach in all sorts of weather and the long haul back to Gravesend. I only had to do it once, it cost me 10/- and wet feet up to my calves in the middle of the night. I would guess that 'The Pilot' pub has handed over many a glass to a tired Channel pilot waiting for his transport home.

John Godden

### HARRIS

Mothership Helen, enthusiastically supervised by First Mate Tony, launched their flagship

ELIZABETH CLARE

She left the slipway at 2020 hrs on March 3, 1995, having a gross registered tonnage of 3,380 gms. and the same design feature as the well-known Hamilton - Harris line. She is expected to be the first of their modern fleet, cruising regularly between Poole and Deal.

Grateful thanks are due to the excellent Marine Staff at Poole General Hospital.

East Kent Mercury Feb. 1995

### Pensioners Deceased

October to December 1994

J. Baillie	Ipswich Retired 1988
A. C. Broom	Teignmouth Retired 1975
A. O. Carter	Blyth Retired 1974
W. T. Dawson	Forth Retired 1977
G. Goodman	Ipswich Retired 1977
E. D. Smith	Forth Retired 1990
R. H. Vallings	Medway Retired 1983



# LETTERS

## IMPA

Dear Sir

A meeting was held in London on February 5 between members of the UKPA(M) from several ports, and Michel Pouliot, the IMPA president. The meeting was arranged to discuss the withdrawal of UKPA(M) from IMPA.

The main reasons for withdrawal appear to be:-

- i) lack of budgetary control
- ii) a conflict of personalities

Michel Pouliot took onboard all that was mentioned and confirmed there would be better budgetary control, and gave a promise to resolve the conflict of personalities. The post of auditor will be offered to any representative at the 1996 Rio conference.

He further stated that any organisation formed would, in the absence of UKPA(M) membership, be given the full four national votes at IMPA. With regard to subscriptions, we have been given an assurance that, barring unforeseen circumstances, the current level of 55 Swiss francs will be held for the next four years.

As a result of the meeting, and the assurances given by Michel Pouliot, it was decided to form the British Maritime Pilots' Association, BMDPA. The aim of the founding members is that the BMDPA will be an interim body, preserving the links of UK pilots and their international counterparts. It is in no way meant to be divisive, and it is not our intention to interfere, disrupt or hinder the UKPA(M) in any way.

The procedure now is that the BMDPA will apply to become members of IMPA at the next Executive Meeting on May 23, and if accepted, then any pilot can apply to become a member of the association. It is the intention of the organisation to support a resolution at the next UKPA(M) conference proposing re-entry to IMPA.

The formation of the BMDPA is not intended to cause a split in the UKPA(M), but merely to act as a link until such time as IMPA membership can be reconstituted through the UKPA(M). At that point, the BMDPA can be dissolved.

Pilots who are involved in setting up this organisation still hold the view that IMPA membership was lost at last year's conference, without many of our colleagues ever having discussed the specific issue of leaving.

We sincerely hope that this matter can be sensibly addressed, and that the formation of the BMDPA will not cause any ill will. Our principle is that pilots' best interests will be most effectively served through clearly

defined links with pilots throughout the world.

Many thanks for reading this letter. If we are accepted into IMPA in May, then any UK pilot is welcome to join the BMDPA.

J.W. Wilson, Secretary BMDPA  
J. Jones, Chairman BMDPA

\*\*\*

Dear Sir,

As an exiled west country pilot now to be found working in these foreign parts, I was interested to read the article by Sam Guy about the Port of Par which appeared in the January issue of *The Pilot*. When I was piloting at Watchet, Sam turned up one afternoon at tide time 'just passing through' as he put it - needless to say, it was not long before he was accompanying myself out on the pilot boat for a trip. For a chap who was supposed to be on holiday and meant to be getting away from it all, he did not take much persuading!

The reason I am writing, is to ask whether you have had a feature on the Port of Teignmouth in Devon, and if so, would a back copy still be available? As you may remember when we met recently, I was also piloting at the neighbouring Port of Exmouth for some time in the late 80s.

On the job front, I have now sidestepped from Ramsgate to Dover where I became authorised on 1 December - I am now getting used to handling the large Reefer vessels which are our main customer, although it would be fair to add that I have been expertly trained under the watchful eye of the likes of Charles Jacklin and Mike Poskitt!

Nigel Stokes, Dover Pilot

A pilot of many parts - and ports! Editor

\*\*\*

Dear Sir,

I read with interest Sam Guy's excellent article in the last issue about Par and Fowey. However, there is one small mistake in the dating of the picture on the front page.

The picture is dated as being in the 1930s. If one looks closely at the second ship from the foreground, it can be recognised as one of the wartime built 'CHANT' vessels. At the end of the war, these vessels were taken up by established coasting ship owners. The Chant in the picture is in F. T. Everard's colours, as is the other vessel in the foreground. The picture must, therefore, be in the late 40s or early 50s.

The article was particularly nostalgic for me, having served in Everard's as Master from 1957 to 1967, visiting Par and Fowey many times. During this time, I was Master in over twenty of their vessels including two of the CHANT type in the photograph.

They were pre-fabricated vessels, all flat sides and sharp corners. They had a maximum speed of eight knots in a flat calm.

The Master from whom I took command of my first CHANT said "Watch her in quartering sea, she's a bit like a female ice skater, always wants to go arse first and she's not nearly as beautiful!".

The coasting trade was an excellent training ground for prospective pilots, it is a pity it does not exist in its same form today.

D. A. Ingham, Haven Ports Pilot

*The ship in question was the 'Fixity', the name visible on the original photo from Sam. Editor.*

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Dear Sir,

In the January 1995 edition of *The Pilot* there were two references to Paul Hames working for Spurn Pilots Limited. This is not the case. Mr Hames is not longer a member of Spurn Pilots Limited. He is now in full-employment with Associated British Ports.

M. Wilkinson,  
Chairman, Spurn Pilots Limited

## Retirements

J C Attwood	Medway	Oct 1994
R J Ball	Manchester	Jan 1995
E Blackburn	Humber	Dec 1994
M R Bonner	PLA - London	Nov 1994
M J Davies	Manchester	Dec 1994
R M Dick	Harwich	Jan 1995
J M Farmer	Clyde	Sept 1994
P M Gibbard	Bristol	Dec 1994
G T Harrington	Dee	Jan 1994
K Harrison	Tees	Dec 1994
D J Newman	Medway	Jan 1995
N C Walker	PLA - London	Dec 1994
D Williams	Tees	Jan 1995
D A G Wright	Harwich	Dec 1994
T P Yates	Humber	Dec 1994
R V Young	Bristol	Jan 1995
G B Robinson	Tees	Feb 1995

## 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 30 days**.

# IMPA

## From The New Zealand Pilot Dec 1994

### New Zealand Maritime Pilots Association

NZMPA is a relatively young organisation representing the professional views and concerns of pilots in our country. In 1993, the NZMPA took over from the NZ Merchant Service Guild as the affiliated body to IMPA.

NZ Pilots have become enthusiastic and interested in their Association mainly generated by the regular magazine.

New Zealand ports are not all privatised, some are quoted in the Stock Exchange. Pilots are generally direct employees of these port operating companies and many pilots

also fulfil other roles within their companies. The Pilots Association maintains a close contact with Government and the ports and shipping industries. In July 1993, NZMPA held a very successful Forum entitled 'Pilotage Towards 2000'. It was held at Wellington and attended by 60% of the membership, along with representatives from government and industry. The Forum received wide spread recognition for its content and organisation.

The NZ Legislation covering pilotage is due for a complete review over the next 12 to 18 months and will be the biggest challenge the Association has faced. It is comforting to know we can call on IMPA and its members to assist us in this task.

Finally I would like to congratulate the Canadian Pilots on hosting a most successful congress and thank them for the hospitality they have extended to Kiwis.

Ray Barlow

# THE PILOT

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**United Kingdom Pilots' Association (Marine)**  
(A Section of the Transport & General Workers Union)  
Transport House, Palace Street, Victoria, London SW1E 5JD  
Telephone: 0171-828 7788

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Lord Stanley Clinton-Davis

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1925 - 1942	Lord Aspley, DSO, MC, MP (Bristol Central)
1946 - 1947	Admiral Lord Mountevans, KCB, DSO
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### Editor of 'The Pilot'

- John Godden (01304) 612752

### Secretary

- Davina Connor 0171-828 7788

# Discount Travel

## HOVERSPEED - SEACAT

Discount travel on the Dover/Calais; Folkestone/Boulogne; Stranraer/Larne services continues. The usual 25% discount is available with a stamped addressed letter to the editor at his home address.

Please Note: If you require a Hoverspeed reservation before the first week in May please apply for the relevant form to Davina Connor at the UKPA(M) office. After the first week in May please revert to contacting the Editor as usual.

## NORTH SEA FERRIES

### Hull-Rotterdam

Pilots wishing to claim their 10% discount should state they are UKPA(M) Members when making their reservations on: 01482 77177.

## STENA SEALINK LINE

The previous discount on the Larne-Stranraer service is no longer available.

# 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 at once in and outside office hours as listed below:

## In office hours

Mr L Powell  
Daytime tel: 01273-329866 ext 3142

## Outside office hours

Mr L Powell  
Home tel: 01323-29393  
or Mr N S Cooper  
Home tel: 01903-742927,  
or Mr S S McCarthy  
Home tel: 01444-248520



# United Kingdom Pilots' Association (Marine)

## Local Secretaries

<i>District</i>	<i>Name</i>	<i>Address and Telephone Number</i>	
<b>Aberdeen</b> .....	C MacDonald .....	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire	01224 529571 x 237 (Office)
<b>Barrow</b> .....	PA Chandler .....	Church Cottage, Vicarage Mews, Lindal, Cumbria LA12 0LT	
<b>Belfast</b> .....	NCE McKinney .....	8 Alt Min Avenue, Belfast 8 4NJ	01232 402302 (Home)
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<b>Blyth</b> .....	C Briggs .....	34 Druridge Drive, Blyth, Northumberland	01670 355639
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<b>Bridgwater</b> .....	PH Lee .....	1 Grove Road, Burnham on Sea, Somerset TA8 2HF	01278 782180 (Home)
<b>Bristol</b> .....	The Secretary .....	Port of Bristol Channel Pilots Co. Ltd, Haven Master's Building, Royal Edward Lock Entrance, Avonmouth BS11 9AT	01272 023884 (Office)
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