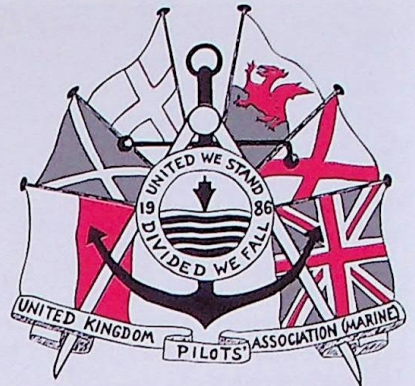


THE PILOT

APRIL 1999

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Editorial

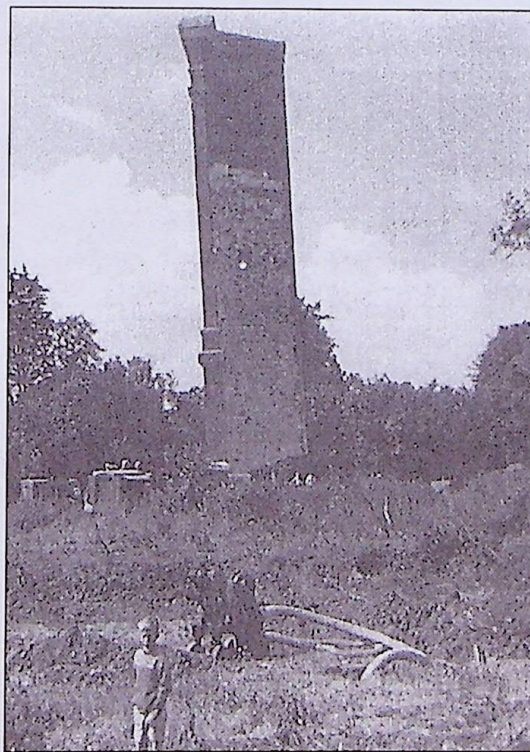
In January the DETR published an outline draft of the proposed Marine Operations Code for Ports. It will probably not come as a surprise that there are already voices claiming that the Code will stifle trade and cause British Ports to become uncompetitive. This is interesting because the Code will not change pilotage legislation it is merely attempting to reinforce the 1987 Act by means of a set of guidelines detailing safe practice. What the Code should achieve is a level playing field for all Harbour Authorities that will hopefully put an end to the competition between ports on pilotage. It must not be forgotten that it was the weakness of the 1987 Act which encouraged a climate of competition between ports to cut pilotage requirements and it is to be regretted that this erosion of safety margins culminated in a UKPA(M) member being placed into an almost inevitable chain of events leading to the *Sea Empress* incident. It is almost certain that this disaster would never have arisen had the 1987 Pilotage Act been sufficiently comprehensive so as to encourage Best Practice rather than worst! It has perhaps been a revelation to some that the DETR review found that generally the cost of pilotage in the UK is not seen as a restricting factor by good ship owners, but what is seen as paramount is a high quality safe and reliable service. This fact was confirmed to me recently by the Master of a Dutch coaster who despite also being the owner voluntarily ordered a pilot. As he explained to me his ship was a major investment and the cost of pilotage was a small price to pay to ensure the safety of his ship in unfamiliar waters. By detailing procedures for Risk Assessment etc. the DETR Code aims to integrate all port functions in order to provide the safest possible port environment. A few ports such as Sullom Voe that have always adopted such practices have proved the fact that such a system can work successfully. The extension of such procedures to all ports is long overdue and is to be welcomed.

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The vanishing Spithead Seamarks

Gilkicker and Kickergill - Sacrifices to 'Progress'

Every day hundreds of motorists drive along Clayhall Road, near Stokes Bay, Gosport, and pass over the site of one of Alverstoke's most famous landmarks without being aware of its one-time existence. Nor do they ponder the part it has played in saving so many sailing ships from foundering on the treacherous banks and bars of the Solent.



Kicker Gill tower about to fall on June 26, 1965.

Solent-side Gilkicker Point takes its name from a pair of distinctive stone and brick-built towers, called Gilkicker and Kickergill, erected as navigation aids to guide ships through the deep water channels of Spithead as they sailed into and out of Portsmouth Harbour. The seaward Gilkicker stood, not on the site of the now derelict Fort Gilkicker,

but nearby where the building of Fort Monckton in 1779 caused its demolition. A smaller feature constructed on the newly built Fort Monckton replaced the felled Gilkicker tower, so allowing the navigation facility used by ships' commanders and pilots, to continue.

Kickergill, the landward sea-mark, continued to stand on the edge of a field near Alverstoke Creek until 1965. It was in that year that Gosport Borough Council sent workmen to knock it down "to make way for road widening". It was not scheduled as an ancient monument, it was not even listed as being of historical or architectural interest. So down it came.

Mrs Jean Hill, an Alverstoke resident, was eyewitness to the destruction of the Kickergill tower in 1965. She has written that:

"Work began on Monday, June 21, 1965. We were told that the

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estimated time needed to do the job was – ONE DAY! The drills started up and worked relentlessly, the sound intruding into everyday activities. Each succeeding day we walked by to observe progress. By Friday midday there was a gaping hole at the base, clearly this faithful friend could not last much longer.

“On Saturday, surely, its hours were numbered. Lunch at home was served in relays with one of us appointed runner for up-to-the-minute reports. Half way through lunch my six-year-old son, dashed in and frantically panted – “It’s going – any minute – they’ve almost cut through.”

“We rushed to our favourite landmark to find it still standing. But after a wait of 20 minutes it fell – so gracefully. The mysterious Kickergill shattered on the ground amid a cloud of dust. We had lost a friend. But why? I asked myself. Surely not because it was considered unsafe!”

Most adults were flabbergasted to see the demolition taking place. But the children were quite excited by it all. Suddenly, where an old familiar landmark used to catch everyone’s eye, there was an empty space, a nothingness.

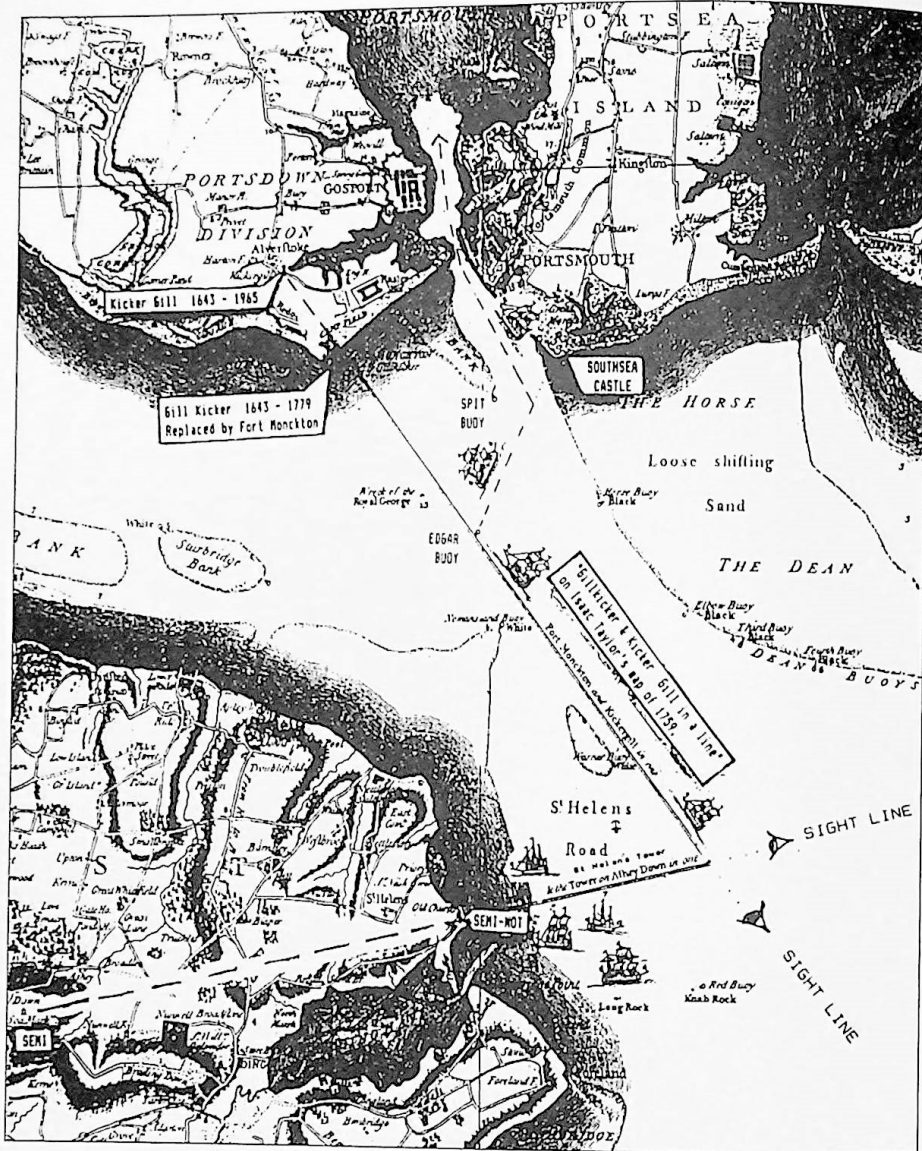
Twenty of the Council’s pneumatic drill bits were blunted as workers had attacked the tower’s masonry. When the dust cleared stone was sold off to anyone asking for it. It is certain that fragments of Kickergill are, even now, incorporated into garden walls and fire surrounds in the Alverstoke area.

Mrs Joan Russell, a local historian, offered a prize in 1987 to anyone who could throw light on the derivation of the names “Gilkicker” and ‘Kickergill’. She had long wondered if they were personal names or even naval slang. No one came forward to claim that prize. It was this bygone challenge that whetted the author’s curiosity, but it was soon found that a “name source” was not the only unanswered question related to the seamarks. It was evident, after browsing through a number of history books, a vagueness existed as to *when* the towers were built and precisely *how* they were used by ships’ commanders and pilots.

Seeking answers to these questions has led the author to libraries and record offices scouring biographies, histories, pamphlets, dictionaries, maritime charts and naval records.

Firstly, derivation of the Alverstoke tower names. No printed explanation for the names Gill Kicker and Kicker Gill – the original spelling of the name for these towers – was found.

Consider Kicker Gill, a name most likely used the construction contract with its ‘partner’ tower a reversal of the two words. The author’s submission is that Kicker is a civil engineering term that refers to the stub of a column usually formed at the same time as the foundation slab, it provides the shape and location for the next stage in the



construction of that column.

The tower’s foundation pad would likely have been constructed as a grillage of timbers surrounded with concrete. If formwork was constructed on top of the slab and concrete poured to raise the below-ground part of the column, that section would correctly have been termed a “Kicker”.

Gill is referred to in *Chambers English Dictionary* as ‘a small ravine, a wooded glen, a brook. (Old Norse = Gil)’.

The tower was in fact located a few metres from the river Alver, now piped, and on a thickly wooded slope photographic records show existed up to the 1930s.

The next task – to ascertain when the towers were built – involved fruitless visits and wasted days interspersed with an occasional triumph, then, at last, the jigsaw puzzle began to come together. The sequence of revelations was as follows:

Henry Slight in his *Chronicle of Portsmouth* (1835) quotes an original inscription that was fixed to the Gilkicker (Gill Kicker) tower and destroyed with it prior to the building of Fort Monckton in 1779.

THIS SEA MARK WAS ERECTED BY ROBERT, EARL OF WARWICK, ADMIRAL OF THE SEAS, CAPTAIN RICHARD BLITH SEN., HIS CAPTAIN IN THE PRINCE ROYAL, AND E. COOKE, MASTER OF ATTENDANT, HIS MASTER.

A variety of authoritative sources offered conflicting construction dates for the Gilkicker tower. Most often quoted was 1669. Clowes *The Royal Navy Vol II* gives construction as 1694. Other sources refer to ‘middle of 17th century’. Surely, a clue had to be found in the inscription?

Robert, Earl of Warwick, Admiral of the seas was traced and found to be Robert Rich, Earl of Warwick 1587 - 1642. This, quite obviously, determined the date of construction to be before 1658.

Who was ‘Captain Richard Blith Senior, Captain of the Prince Royal’?

He was found in *The Navy in the Civil War* by JR Powell. In 1642 Captain Blith is recorded as commander of the wooden warship *Vanguard*. The *Vanguard* is shown as being included in a fleet of ships under the overall command of Robert, Earl of

Warwick, whose flagship that year was the *James*.

Then, in the fleet of 1643, Blith Senior appears as Captain of the *Prince Royal* and commanding that same ship was none other than Robert, Earl of Warwick. The following year saw both men serving on the same ship but it was the *James* and never again were either to serve aboard the *Prince Royal*.

So there we have it. There was only one year in history when Robert, Earl of Warwick could have referred to his ‘Captain of the *Prince Royal*’ as he had done on that plaque secured to the Gilkicker tower and that was the year he celebrated completion of the two towers, Gilkicker and Kickergill. The year was 1643.

The third and final question to be addressed was, how did the navigation towers figure in securing the safety of cumbersome wind powered wooden ships coming and going in Spithead and the Solent?

Gosport library held most of the answers in the shape of two maps, they are:

- 1) Isaac Taylor’s map of 1759 and
- 2) SH Grimm’s map of 1776 prepared in advance of the completion of Fort Monckton.

An extract from the latter is reproduced here. It included information from Taylor’s map in addition to explanatory notes. The map shows two further navigation towers on the Isle of Wight referred to by Isaac Taylor as Semi and Semi-not. Without dwelling too long on the derivation of these names, the author suggests ‘Semi’ was adapted from Semaphore, as a semaphore station was located near to the Ashe Down Seamark permitting exchange of signals between the Portsmouth Harbour authority and the fleet at anchor off St Helens.

The Semi, as its surviving date plaque shows, was built in 1735, almost 100 years later than the Alverstoke towers, determining they were not part of the Earl of Warwick’s scheme. A skyline windmill on Ashe Down and a church tower in St Helens served as seamarks in his era.

Study of some 16th century British and Dutch maritime maps of the Solent area revealed the inclusion of coastal spires and towers, clearly marked to assist with navigation at sea. Maps of the Solent as early as 1600 show lines extending through pairs of land features offering ships’ commanders guidance around underwater obstructions. Kicker Gill and Gill Kicker appear to be the earliest pair of local purpose-built towers.

The map shows how the Earl ensured his wooden ships a safe passage into and out of Portsmouth Harbour. English naval ships would lay off St Helens, in the lee of the Isle of Wight, waiting a visual signal to proceed to Portsmouth Harbour. This signal would be influenced by such matters as favourable

winds, tides, and other shipping movements.

When under way and in order to gain access to the ‘deeps’ of Spithead, avoiding the shallows and shoals, it was necessary for them to proceed in an easterly direction. Guidance for this manoeuvre was provided for by the Ashe Down Windmill and St Helens church tower and later the seamarks Semi and Semi-not. With the seamarks lined up astern a ship’s commander or pilot maintained this course until his ship lined up with Gilkicker and Kickergill on his port side.

A change of course north-westwards was pursued with Gilkicker and Kickergill in line ahead. The contrasting bars of dark brick and light stone on the 60 foot high tower faces made them very conspicuous from the sea. The ship would continue its course in line with the towers until it reached ‘Edgar Buoy’, it was then to set course for Southsea Castle rounding ‘Buoy Spit’.

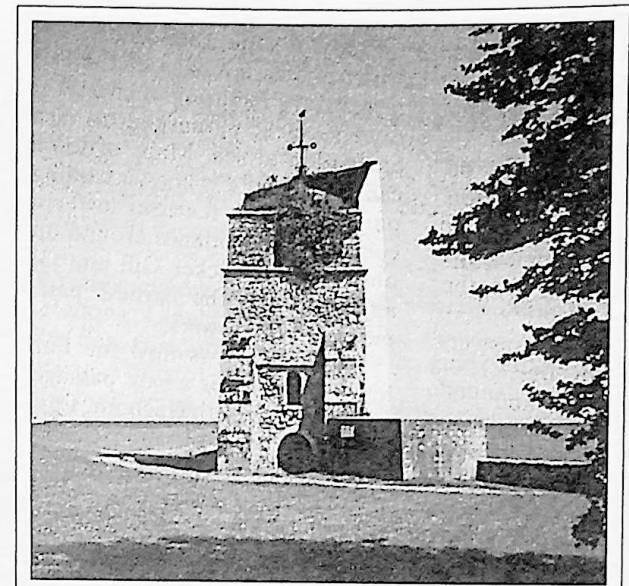
Henry Slight’s *Chronicle History of Portsmouth* makes reference to towers on Southsea Common, in all probability additional seamarks. At the time he wrote in 1835 these seamarks had been replaced with sighting poles.

On rounding Buoy Spit, Fort Blockhouse or the Round Tower offered a forward sighting to bring the ship to the Portsmouth harbour entrance.

The Greenville Collins map of 1692 lays a tortuous course for ships heading for Portsmouth harbour by coupling foreground with background chalkpits on Portsdown Hill.

What of modern times? Pilots still use seamarks. Kicker Gill’s usefulness extended to the day it was felled in 1965. Extract of guidance to Pilots in the Admiralty Manual of Navigation includes a typical navigational manoeuvre for a ship leaving Portsmouth in 1960 – ‘Set course with Kickergill tower through Fort Monckton astern 314”’.

Robert Rich, Earl of Warwick, the Lord High Admiral had good reason to concentrate on providing extra navigational aids for his navy. In 1643, during the English Civil War, the very year that the Gill Kicker and Kicker Gill seamarks were constructed, three of his Parliamentarian



The St Helens seamark – ‘Semi-Not’. A plaque on the building reads as follows:

ST HELENS OLD CHURCH

This Tower, built in the reign of Henry III (1216 to 1272), is all that remains of the old St Helens Church.

The Church began to fall into the sea about 1550 and from then gradually disintegrated until only this portion of the Tower remained. In 1703 it was bricked up on the seaward side for use as a seamark.

Sailors used to remove the stones for scouring the decks of ships and the term ‘holystoning the decks’ is said to have originated here.

ships ran aground on a falling tide and were lost as they attempted to wrest the City of Exeter from Royalist control.

While loss of a ship through grounding would have caused an Admiral acute embarrassment, ‘*At the time of the Mary Rose*’ published by the Mary Rose Society reminds us “that a pilot hazarding his ship should lose his right hand and his left eye.”

Another dire message spells out: “If a ship is lost by default of the pilot the mariners may, if they please, bring the pilot to the Windlass, or any other place and cut off his head without mariners being bound to answer before any judge, because the pilot has committed high treason against his undertaking of the pilotage. And this is the judgement.”

David Maber and Joan Russell

Hmm. So much for the good old days!! Do any of you recall ever using these marks and can anybody throw any further light on the names? Please let us know. Ed

My thanks are extended to David Maber for his kind permission to reproduce this article, which first appeared in the Hampshire magazine in 1994.

Technical & Training

Peter Russell presented a paper entitled "Future Pilotage" last month to the Dover branch of the Nautical Institute and we felt the some of the points raised would stimulate thought amongst our readership. Using the latest in laptop presentation a computer slide show explored the following topics:

Will there be a need for pilotage in the long-term future?

Could the increasing provision of integrated computer driven navigation render the boarding of the vessel by a pilot by means of an inefficient and antiquated rope ladder arrangement obsolete?

Equipment such as DGPS on an electronic chart giving position accuracy to within +/- 1 metre coupled with an ARPA provision and real time and port information should provide all the information for a safe passage!

Enhanced manoeuvring aids integrated with the electronic positioning will permit vessels to be berthed automatically. It has been done but only with expensive and complex additional equipment on board the vessel and ashore. Are owners and jetty operators willing to draw up an international standard for automatic berthing?

What are the challenges to pilotage today?

- Cost cutting.
- New Technology.
- Inadequate training.
- Ignorance of decision makers as to pilots role.
- Diminishing pool of qualified recruits.



Peter Russell piloting Berge Lord.

ADDRESSING THE CHALLENGES

Cost:

- Those paying will always complain!
- Safety is expensive therefore risk analysis must be used to target the cost effectively.
- Ports must consider all areas of risk from environmental to public perception.

How does pilotage fare when analysed? Pilots feel that the cost of pilotage forms cheap and effective insurance. Others describe us as over paid Prima Donnas!

New Technology:

Slow to arrive in the shipping world. Owners are reluctant to invest in new technology unless they can reap financial benefits. Most ships are still constructed to basic and cheapest criteria.

Many crews are now employed on a "cheapest available" basis rather than "best qualified".

Training:

Pilots need better training with manned models and simulators supplementing the tradition on board tripping. Simulators need to be kept up to date by incorporating new

ship handling aids and be capable of tailoring to individual requirements.

Attitude to pilots:

The major problem is that when we do our job properly we are invisible. Only when things go wrong is the spotlight placed on us. How do we stand up to this scrutiny? Frequently we are criticised for minor points, which seem important to those behind desks! We need to address these and learn from incidents. Adopt "best practice" and accept "audits".

IF SOMETHING GOES WRONG. WE ALL PAY!

The above is naturally a very brief resume of the talk but it provides excellent food for thought. Please contribute by sending in your opinions - Ed.

WEBSITES

Newsgroup: alt.seafarers.deck
a list of "Old Worcestersters" with e-mail addresses may be obtained from www.onelist.com or contact David James davidjames@downthistle.freemove.co.uk

Discount Travel

HOVERSPEED - SEACAT

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

Please note that Sheena Ward has taken over as the staff travel co-ordinator and I now have a new application form to be used for the discount. If you require an application form please send me an s.a.e. as per 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**



Into the 3rd Millennium?

THE ALBATROS GROUNDING

Lessons Learned

The MAIB report into the grounding of the passenger ship *Albatros* in St. Mary's Sound, Isles of Scilly on May 1997 was published at the end of last year and the following represents a brief outline of the events leading up to the incident which fortunately did not result in any loss of life or pollution.

With the Isles of Scilly having become a popular cruise ship the managers of the *Albatross* had decided to add that destination to its 1997 UK cruise itinerary. The normal procedure for visiting the port of St. Mary's is for the ships to enter into St. Mary's Road and anchor with the passengers being transferred ashore by launch to visit the island.

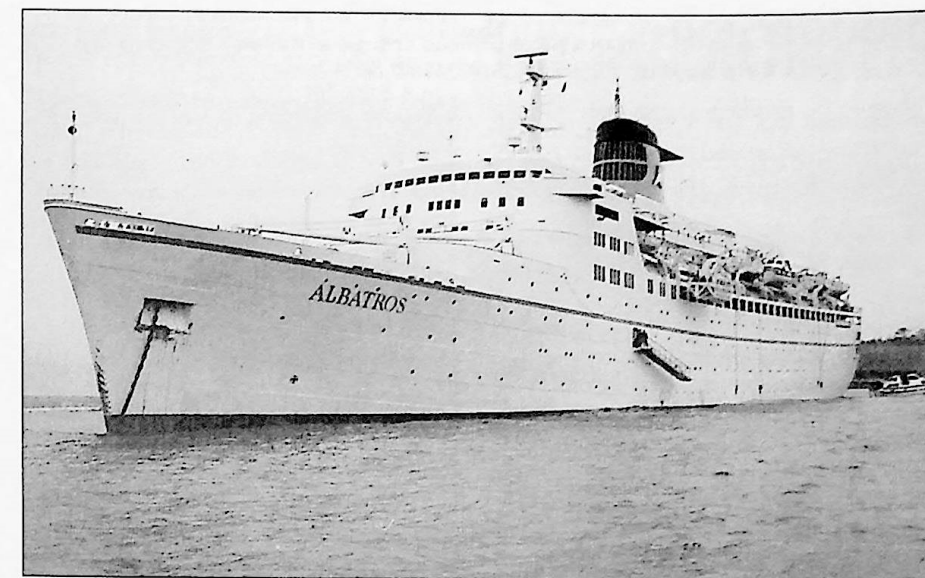
Upon arriving at the pilot boarding point off Peninnis Head the pilot decided that the conditions were too rough to board from his open launch and guided the vessel into the more sheltered waters of St. Mary's Sound where he boarded and successfully conducted the vessel to the anchor position in St. Mary's Road.

The *Albatros* was programmed to depart for Cowes that same afternoon but prior to departure the pilot decided that conditions would be too rough for him to safely disembark. In what had become accepted procedure in such circumstances he informed the Master that he would guide the vessel out by leading the way on board the pilot boat. The Master agreed to this procedure.

The passage out of St. Mary's Bay involved a 90-degree turn to port in order to pass between St. Mary's Island and the Bartholomew rocks into St. Mary's Sound.

Despite apparently successfully following the pilot boat and the positions as charted showing the vessel passing clear of the rocks, the vessel grounded on the N. Bartholomew rock causing damage to the hull on the starboard side at the turn of the bilge.

FINDINGS - The main cause of the incident was found to be a failure of the Master and the bridge team to effectively plan, monitor and execute the departure passage despite the fact that the bridge team had been using parallel indexing and plotting the ship's position every 2 minutes. The pilot had, on anchoring the vessel in the morning, discussed the fact that he may not be able to disembark following departure and had offered to overcarry to Cowes or lead the vessel out in the launch. The Master was satisfied that the latter option would be sufficiently safe. This decision was



Albatros at anchor in St. Mary's Road.

considered to be a key factor in the grounding

The pilot should have boarded the vessel prior to departure in order to comprehensively plan the departure with the Master and the bridge team.

Whilst leading the vessel into St. Mary's Sound the pilot failed to realise that the vessel was off the intended track. This was mainly as a result of the Master having confirmed to the pilot by VHF that the vessel's heading was 127 degrees (the correct heading for the passage) whereas in fact the subsequent enquiry revealed that the actual heading (from the course recorder) at the time the vessel entered the Sound was 117 degrees. Such information would have immediately alerted the pilot to the fact that the vessel was to the East of the track and in danger of grounding.

The craft being used as a pilot boat was an open inter-island passenger launch was

considered unsuitable for use as a pilot cutter although it had successfully carried out such operations for many years. The prevailing weather conditions (S.Ely 3-4) were considered to be well within the parameters for normal pilot transfer operations using a more appropriate or purpose built craft.

The practice of carrying out an act of pilotage by leading a large vessel out of St. Mary's Road was found to be unsatisfactory.

I have emphasised the last point because in my opinion it has implications for pilotage in general. In this instance the pilot was effectively undertaking a form of "remote" pilotage from a launch and I feel that this has implications which extend to all forms of remote pilotage including assisted passages from a VTS centre. What do you think? Ed.

DAS

Group Legal Protection Insurers

Insured Incidents we will cover:

Personal Injury, Employment, Contract Disputes, Social/Legal Defence.

Any pilot involved in a personal injury or industrial claim must first contact the UKPA(M) head office who will then process the claim through DAS.

UKPA(M): 0171 828 7788

Registered Office: DAS Legal Expenses Insurance Company Limited,
DAS House, Quay Side, Temple Back,
Bristol BS1 6NH

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,
PO Box No 848, Brighton, BN1 4PR.

In office hours

Mr L Powell:
Daytime tel: 01273-863453

Outside office hours

Mr L Powell:
Home tel: 01323-729393
or
Mr S S McCarthy:
Home tel: 01444-248520

PENSIONS NEWS

As you read this article we shall be busy completing our annual report and accounts for 1998 and in the midst of the annual audit.

At the same time the Fund's actuaries will be working on the Fund's actuarial valuation as at 31 December 1998, the first one to be completed since the introduction of the Minimum Funding Requirement. The results are due to be produced later this year and, as we advised all pilots and ports in August 1997, we expect that the contribution rate will need to increase by some 3% to 6%. Current indications are that the increase is likely to be at the upper end of this scale, so contributions might need to rise to their 1988/9 level of 21%.

Transfer Values

I am pleased to say that the temporary ban on transfer values has been lifted. We can, once again, receive transfer values from other pension arrangements including other occupational pension schemes and personal pension plans.

The benefit provided upon receipt of a transfer value will continue to be based upon added pensionable service, as before. The service awarded in place of transferred benefits will count towards the minimum service qualification period for widows' pensions upon death in service and for ill-health pensions.

We have written to the previous pension scheme administrators of all pilots who have expressed an interest in transferring benefits over the past eighteen months and we are currently processing the results. However, we are still not requesting any transfer values from the MNOF because the scheme's transfer value calculations do not take into account discretionary pension increases. This means that the transfer values are low in comparison to others and will not buy a reasonable level of benefit in the PNPF.

If you would like to consider transferring in any previous pension benefits (except those from the MNOF) do please let us know. We shall need the name, address and any reference or membership number of your previous arrangement(s).

The Budget - 9 March 1999

I am completing this article after listening to the results of the 1999 Budget. Some good news for pensioners, from next year the annual increases will be linked to earnings rather than prices, and there will be a substantial increase in winter fuel payments to all pensioners, up from £20 to £100.

The 10p rate of income tax will be introduced in the 1999/2000 fiscal year, payable on the first £1,500 of taxable income, but we shall have to wait another year before the basic rate of tax is reduced from 23% to 22%. Also the Chancellor failed to mention that the new 10% rate (on the first £1,500 of taxable income) will replace the 20% rate (currently payable upon the first £4,300) a tax increase for many! Between £1,501 and £28,000 the rate will be 23% for the 1999/2000 year and 40% above £28,000.

MIRAS (tax relief on mortgages up to £30,000) will be restricted to 10% and will be withdrawn completely next year.

The *married couple's allowance* will also be restricted to 10% and will be abolished for people aged under 65 from next year.

A *children's tax credit allowance* of £4,160 will be introduced from April 2001, with tax relief at 10% but this will be phased out for higher tax payers.

Child benefit will increase next year to at least £15 for the first child and at least £10 for each subsequent child; it will not be taxable.

The *widow's bereavement allowance* will be abolished from April 2000 to be replaced by a proposed bereavement payment which will be available to both widows and widowers.

The inheritance tax threshold has been increased by £2,000 to £233,000 and the annual capital gains tax exemption has risen by £300 to £7,100, with a fall in the rate from 23% to 20%.

The much valued retirement tax free cash sum and tax relief on pension contributions have remained intact for another year! The Chancellor has corrected a flaw in existing legislation which meant that annuities received from FSAVC schemes could have received more favourable taxation treatment. Now annuities which must be purchased using funds accrued from any approved pension arrangement are taxable in full. To date annuities purchased with FSAVC capital were treated as partial

returns of original capital and thus not taxable.

Tax codes 1999/2000

As always at this time of year your income tax will alter. If, as a Fund pensioner, you have any reason to think that your new tax code might be wrong you should contact the Fund's tax office, quoting the reference number 947 P174. The address of the Manchester Irwell office is:

*Taxpayers Service Office,
Trinity Bridge House,
2 Dearman Place, Salford, M3 5BA
Tel No: 0161 261 2000*

If you are an employed pilot you will need to contact the tax office that deals with the income tax affairs of your employer.

Change of pension advice slips

We are about to introduce a new style pension advice slip. It will be printed on better quality paper and should be much easier to read. It will include a section that you will be able to complete and return to us whenever your address or bank details change.

Help the Aged Care Fees

Advisory Services

In my article for the October 1998 issue, I mentioned that the charity *Help the Aged* had recently introduced a new service to help retired people who were affected by the new self-assessment tax forms.

We have now learned that the charity offers advice to people who are faced with an immediate need to fund their own care costs. The *Help the Aged Care Fees Advisory Services* is provided through the Nursing Home Fees Agency, a division of SB Tyler Clark.

You can call the charity free on 0500 76 74 76 for a free Information Pack.

Happy Easter and springtime to you all.

Jan Lemon

Retirements

J Cahill	<i>Manchester</i>	Dec '98
BE Collingwood	<i>Gt Yarmouth</i>	Dec '98
EA Cowell	<i>Tyne</i>	Nov '98
J Dove	<i>Humber</i>	Dec '98
WE Duncan	<i>Harwich</i>	Nov '98
ER Dunwoody	<i>Belfast</i>	Nov '98
AF Esson	<i>Aberdeen</i>	Dec '98
DS Hellier	<i>Tees</i>	Nov '98
JB Hill	<i>Swansea</i>	Dec '98
DW Hopkinson	<i>Manchester</i>	Nov '98
JW Jarvis	<i>Manchester</i>	Nov '98
J MacLeod	<i>Clyde</i>	Nov '98
EJ Price	<i>Swansea</i>	Dec '98
JN Proffitt	<i>Liverpool</i>	Dec '98
JG Russell	<i>Southampton</i>	Dec '98
NR Sinclair	<i>Forth</i>	Nov '98
GE Woollard	<i>Gloucester</i>	Dec '98

So would you like to be a Pilot – American Style?

The Bar Pilots of San Francisco have a wide area of responsibility, and although I have no knowledge of how they serve their "apprenticeship" this is a condensed version from the San Francisco Bay Public Notice 1-90-F issued by the US Coast Guard of how they go about obtaining their license.

In California, pilots' licenses are issued by both the US Coast Guard and the State of California. The requirements of the latter must be at least as stringent as the Coast Guard's.

All candidates must hold a Master's or Mate's license. Those holding other deck licenses may obtain a pilot's endorsement but must fulfil additional requirements. Licensed Masters or Mates authorised to serve on vessels of over 1600grt must take a Rule of the Road examination if they have not had one in the last 12 months.

The service of a pilot is required on ten separate routes in northern California, namely; from the sea to the Golden Gate Bridge, from the sea to Humbolt Bay, from the sea to Monterey Bay and seven other routes within the Bay as far as Stockton and Sacramento. These routes are further divided into sub-routes having separate qualifying requirements.

Fifteen round trips are required for each route. Ten of those trips must be on ships of over 1600grt under their own power. A specific number of round trips are required for each sub-route. At least 25% of these trips must be made in the hours of darkness. A specific number of dockings and undockings must be made for each route and sub-route and 25% of these must be in the dark.

Examination

Candidates undergo both a written and oral examination from memory.

The Chart Sketch

The candidate is given a blank chart of the route. Fixed bridges and a scale of yards and nautical miles will be included. The candidate must fill in:

1) Contour lines or soundings, shoals and hazards shallower than the maximum draft areas outside the channel where a vessel could divert in an emergency, and the minimum anchorage depths: 2) Courses required for each route laid out with true direction and length together with directions to enable a competent mariner unfamiliar with the area to pilot a ship through that route: 3) All aids to navigation with lights visible for 2 miles or less, or not having lights at all, must be shown: 4) A compass rose drawn with true and magnetic north, the magnetic variation, the year computed and the annual change: 5) Designated anchorages including type of bottom, plus mooring buoys for ocean going vessels: 6)



Objects such as tanks, buildings, peaks and towers useful in piloting, lighted objects of use at night, and danger bearings where applicable: 7) Vertical and horizontal clearances of all bridges. All overhead cable crossings with clearances and all submarine cable areas, vessel traffic lanes, restricted and disposal areas: 8) Any obstructions above or below the water that are a hazard to navigation clearly marked in red: 9) The names of all the channels, points of land, terminals, harbours, bodies of water and other things of use in piloting. The name and number, and depths of water alongside, for all piers and wharves used by ocean-going vessels.

No reference material is allowed and the minimum passing grade is 90 points out of 100. Candidates will be failed for:

a) Omitting a major aid to navigation, such as leading lights or buoys marking a major hazard in the shipping lanes: b) Omitting a major hazard such as a covered rock in the shipping lanes: c) Omitting a major shoal. An area of 42ft depth or less in a channel is a major shoal if ships with a 50ft draft use that channel: d) A course line laid down that would seriously hazard a vessel if followed.

Candidates will be docked 5 points for: a) Omitting an important aid to navigation: b) Omitting a significant hazard to navigation: c) Omitting a shoal area inside or near channel boundaries: d) Omitting the compass rose.

1, 2 and 3 points are deducted for less serious omissions.

The Oral – Route Description

Candidates will be required to recall detailed information about the route and the natural effects and prominent features needed to pilot along that route. The route description shall be an exact description of the courses to be steered and turns to be made. Addenda will be provided giving

specific ship types, destinations, weather conditions and other variables.

The route description must include length and direction of all course legs on all routes commonly used by shipping, inbound and outbound. In addition they must know:

1) Leading marks for that course both day and night and on Radar: 2) Turn bearings or marks for every turn inbound and outbound. The turn bearing or mark to be where the rudder is put over. Discussion must include procedure to follow when turning marks are obscured by fog as well as adjustments to be made to where the rudder is put over to allow for tidal flow: 3) Currents running at various states of tide over each leg of the route including eddies and crosscurrents: 4) General configuration of waterways and ports: 5) Prominent geographic features and buildings: 6) Major aids to navigation: 7) Anticipated traffic, cross traffic, ferries, recreational vessels and dredgers: 8) On routes with piers and wharves, explain the normal techniques and philosophy in docking vessels, the tides and currents around the piers and wharves and the placement and use of tugs: 9) Explain any tug escort requirements in detail. Explain standard rigs for tug escort on both tanker and tug. Set forth 2 emergency procedures: one for engine failure and one for steering failure.

The standard by which the oral examination is judged is whether a mariner unfamiliar with the area could bring a ship in by means of the Route Description alone, without charts, tide tables or any other aid.

In addition the candidate is supplied with a US Coast Guard database of local knowledge before the exam, and then examined with short answer questions on what is in the database. The candidates must also prepare from memory a complete list of the lights and aids within a route, gleaned from the US Coast Guard Light List.

Should any candidate wish to be a fully qualified pilot for all the waters of northern California he has to undertake 10 of these examinations, one for each route.

By any standards this examination of pilots leaves little untouched when it comes to local knowledge of the pilotage area. If there is a criticism at all it is the apparent lack of individuality so necessary for us all while piloting, pilotage by the book is a dangerous game. That said, I believe by reading the detailed report, that candidates for an exemption certificate have to follow the same procedure as above.

Wouldn't that put the cat amongst our CHA pigeons if that old maritime nation – the United Kingdom – followed suit!

John Godden

BONHAMS

Montpelier Street, London SW7 1HH

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MARCHWOOD

Having attended a 5 day course at Marchwood a few years ago I am in a position to give a first hand account of the Marchwood manned model lake. The impression gained on first sighting the models is that they look somewhat incongruous and this impression is enhanced once one climbs aboard feeling totally ludicrous with just head and shoulders poking out of the hull! Fortunately the lake is located in a remote area behind the Fawley oil refinery and well away from the public gaze!

There are currently 6 models comprising of 2 VLCCs, 1 OBO, 1 Panamax, 1 General Cargo and a twin screw Ro-Ro ferry. Apart from the ferry each model has two seats in the stern with the acting pilot in the aftermost seat giving engine and helm orders to the man sitting just below him. Once one casts off and commences the first exercise the serious nature of the models rapidly becomes apparent since they really are scaled down versions of the ships they

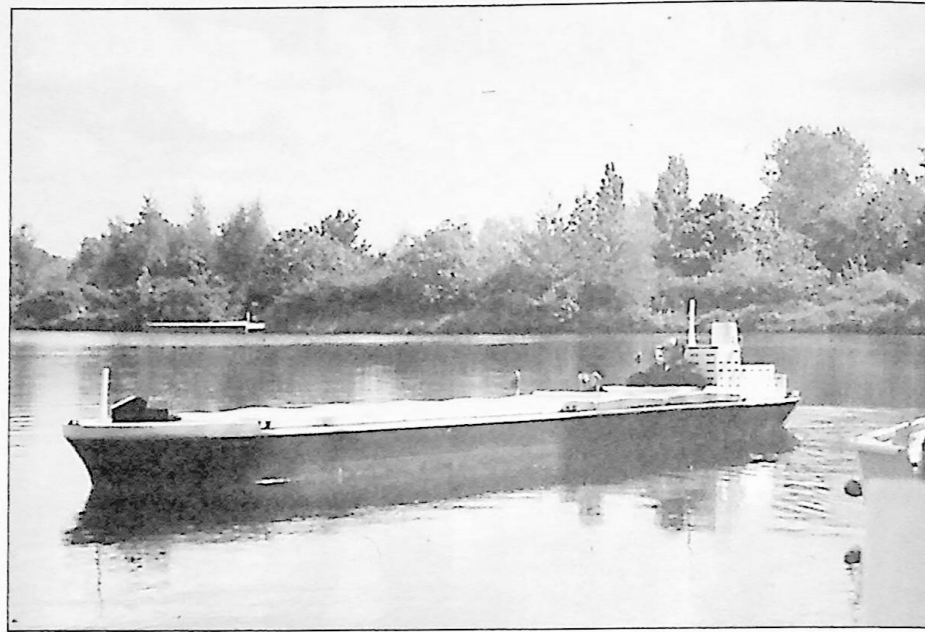


Photo: JCB

represent. Familiarisation involves frequent grounding, side swiping of buoys, missing leading marks etc. indeed all the nightmare scenarios of pilotage are encountered during this phase. Surprisingly, adapting to the

scale is a very rapid process and by the end of the first day we were starting to get the "feel" of piloting these strange craft. As the accompanying chart shows the lake contains a comprehensive selection of channels, berths, turning basins etc. and by the end of day two we were fairly confident in handling the models. The rest of the course involved increasingly complex manoeuvres, which although structured to include nearly all the features of the lake, did permit us to suggest and perform our own ship handling scenarios. Indeed our instructor being a serving pilot himself actively encouraged such "tailoring" of the course to suit our own requirements.

Two criticisms that we raised were the lack of tide and a vessel with a bridge forward. These points had been made by others and the lake is now equipped with a fast ferry/ ro-ro and a current generator which can be located anywhere on the lake to simulate tidal effect on the channels and berths. The only force that cannot be scaled is the wind. The wind factor is a multiple of between 4 and 6 depending on the scale of model in use but this has been overcome by surrounding the lake with trees which means that even during gales there is a sheltered area enabling exercises to continue. When we were there the tree screening had not been completed to the north of the lake and on the Thursday we were faced with a northerly gale and lashing rain! The effects of the equivalent of 180 knot winds were quite dramatic but even then we were able to continue by working in the lee of Ward Island and practising interaction exercises in the Shell Channel which included the famous "Texas Chicken" manoeuvre! Nigel Hunt informs me that in the last 8 years they have only lost part of 1 day due to wind. All in all I found it to be a very beneficial and instructive course.



SWAN LAKE?

During our familiarisation session on the first day a fair amount of disruption had been caused to the natural residents as tankers and bulk carriers plunged haphazardly into the reed beds bordering the lake! The following morning, as a gesture of appeasement to the fauna, one of our group somewhat startled our hotel waitress by requesting the left over bread from breakfast. Having been reassured as to its purpose she duly presented him with a carrier bag full of bread scraps. A glorious sunny May morning saw us straight into the day's exercises and from our VLCC *Lake Pioneer* we were soon amused to see bread flying out of the hold of our colleagues' OBO *Lake Endurance*. It was not long before *Lake Endurance* had picked up an escort of ducks and by the time she had cleared the Douglas Channel four swans had joined this serene flotilla. Being bolder than the ducks the swans were soon swimming alongside our colleague being hand fed, an operation that did tend to distract from the ship handling and resulted in some "interesting" pilotage manoeuvres until the bread ran out at coffee break. Following the break we swapped ships and as helmsman of the *Lake Endurance* I was concerned, upon clearing the boathouse, to see the four swans approaching at full speed like salvage tugs racing to a distress! I can assure you that it is quite intimidating being below eye level of a group of hungry swans especially ones that are convinced that you are hiding lunch and my empty hand gestures did not impress them one bit. One of the swans then suddenly stuck its head over the side like a giant flow boom and probing down next to my seat extracted the empty carrier bag that had been left on board. Fortunately at this point the instructor arrived on scene in his motor boat and having expertly rounded up the swans chased them down to the other end of the lake. Another major maritime disaster narrowly averted! Needless to say we instructed our colleague to think up an alternative chat up line with the waitresses for the remainder of the course!!



Lake Endurance, complete with swan escort! Photo: JCB

Have you used a CARRY ABOARD PORTABLE NAVIGATION SYSTEM?

If you have any experience with such a unit please let me know how you find using it in practice since I am planning a feature on these for the July issue.

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The 1950s and 1960s

A retired Bristol Channel Pilot reflects on the two decades which changed the face of the seafaring world.

No matter how many years one sails the seven seas or how much so called 'bad weather' one experiences, fog or even poor visibility in its many different forms, must surely be the most hazardous of conditions any mariner has to deal with.

To avoid a collision the fortunate aviator can go up or down as well as left or right. Landlubbers can just 'sit it out' simply by staying where they are, but the mariner must make all navigational decisions with due regard to the fact that everything around him is operating in the first place at the same altitude and in the second place that the very altitude may well be suffering tidal differentiation that dictates the amount of time in which the vessel may safely remain afloat in that geographical position, anchoring the vessel is not enough. One must remember that - 'time and tide waits for no man' or, as it is said 'a grounding or collision can ruin your whole day' - and indeed a great many days in the future.

Radio detection and ranging devices, commonly known as RADAR, were in very limited use in the 1950s and 60s. One might also add that the science itself was in a primitive state, not only in the manufacturing sense, but even more important, in its operation as well and a brief study of its infant years yields a number of shipping disasters known as 'radar assisted collisions'. Collisions that would most certainly not have happened if radar had not been used. (The *Andrea Doria/Stockholm* collision, for example).

In the 1950s and 60s very few coasting craft sported a radar device of any kind and it was also rare to find a set on the bridge of many 'short sea traders'. The main reason being that on numerous coasters of the day the electricity generator was closed down at daybreak and not restarted until dusk. The use of any device such as radar, gyro compass, Decca Navigator or other equipment requiring a continuous electrical power supply was out of the question and batteries just could not cope.

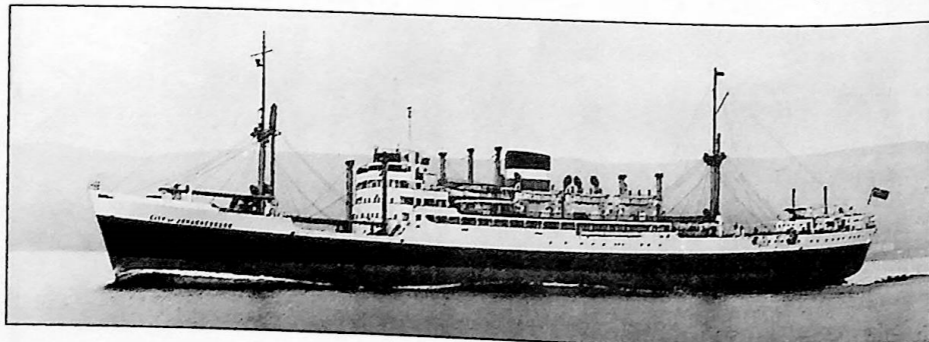
On many vessels that were equipped with a radar device the master kept the key to the unit in his possession, indeed the control panel of many early models was fitted with a hinged cover which could be locked against the fiddling fingers of meddling watch keepers no doubt. After all, such advanced technology was the domain of the 'captain' and not for the common navigator whose position was out on the wing of the bridge peering uselessly

into the visually impenetrable cold, wet, fog, mist or falling snow. It was also common practice on many vessels to switch the radar off once the pilot came on board - "after all there's no need to waste the cathode ray tube now that you're on board, is there pilot?"

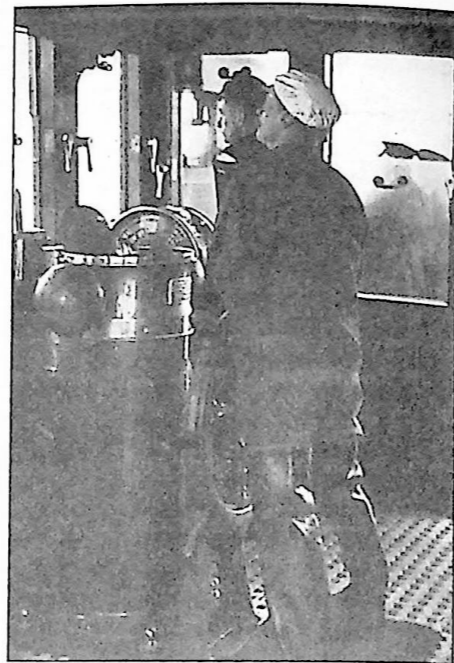
Many of the vessels of the day which had been built during World War II in fact stayed in service throughout the 50s and 60s. Over 2700 'Liberty Ships' had been built and more than 700 were still at sea in 1965. It is as well to remember that not all of these were 'flag of convenience tramps' but that a large number were owned and run by the large liner companies. The American built 'C1', 'C2' and 'C3's were plentiful as were the 'Park' class and 'Fort' class of general cargo ships. The tanker fleets of the world were dominated by the 'T2', some of which were later re-built into much larger versions. In some cases their carrying capacity was doubled by using a new tank section with the original bow, the stern portion, complete with engine room; and the famous old centre castle bridge section with its three large portholes facing forward, albeit with bridge wings extended outwards to cope with the additional beam of the new hull. The term 'Jumboising' was thus introduced into the marine vocabulary.

As ever in the maritime world, within the two decades of the 50s and 60s numerous pre-war vessels were still trading. Old ships that had long passed their 'use by' date, mostly under the flags of Eastern Mediterranean countries at first, but latterly the flags of Panama and Liberia began to dominate.

It was not until well into the 1950s that new building programmes were embarked upon by major shipping lines and the modern concept of the full form ship began to develop. The first of the bulbous bow shapes, some with 'bow thrusters'. New rudder and propeller designs arrived on the scene and at long last someone, somewhere



Ellerman Lines TSMS City of Johannesburg.



thought of 'bridge and engine-room ergonomics' (ESSO seemed to have led the field). Up to that time it seemed that which ever shipyard fitter representing Marconi or Kelvin Hughes, Kidde-Rich or whoever got to the new vessel first and found a blank bulkhead space or an open deck space, promptly produced his bag of tools and fixed the brand new equipment to it, connected it to a mains supply, tested it and left.

From then on it was up to future crews to worry about how to view the radar set and speak on the VHF at the same time, both units being on different sides of the wheelhouse. Not to mention the problems that faced a pilot who was totally unfamiliar with the bridge layout, had just boarded in the dark hours and was surrounded by a multiplicity of moving traffic in a narrow tidal estuary. Golden rule number one: always carry a spare pair of underpants for it is at such times that you may require such emergency equipment. One must remember that we are talking about the dark ages of those two decades - or are we...?

The age of the rusting 'Sam Boat' lives on albeit in a different shape of ship and what could be even more frightening, a much larger size of vessel with a far greater potential to create environmental problems. The chemical carriers for example...

The Times They Are a'Changing

Article taken from *The Press*, Christchurch

History was made at Lyttelton when New Zealand's only female harbour pilot, Captain Joanne Stanley, brought in a vessel commanded by a female master, Captain Margaret Pidgeon.

Lyttelton Port Company communications manager Erin Jamieson said yesterday's event was a first for New Zealand. It was also unusual anywhere in the world because of the rarity of women in both professions. Brisbane-born Captain Pidgeon, who has been master of the China Navigation container vessel *Coral Chief* for two years commands a crew of 18 on the Australia / New Zealand / Papua, New Guinea run.

She has been at sea for 17 years and admits at the beginning it was "a bit strange" working in an all-male environment. "For me it's normal now, I'm used to it."

She finds the job varied and challenging and would like to stay in it "for the foreseeable future". Captain Pidgeon said having the use of a harbour pilot was a luxury because many ports did not have a pilot service and it was then up to the master to navigate the ship into dock.

She said working a commercial vessel was a team effort. "The whole thing does not work unless everyone is doing their job," she said. She had been met only once before by a female pilot, in Port Everglades, Florida.

Lyttelton-born Captain Stanley, 36, was the first woman in New Zealand to gain a marine harbour pilot's licence. Coming from a sea-going family, she began her career at 18 with the Union Steamship Company as an apprentice deck cadet gaining her first command in 1993, the *Castilla De Oro*. After 17 years at sea, she said she had welcomed the chance to be shore-based.



Captain Margaret Pidgeon (left) and Lyttelton Harbour Pilot Captain Joanne Stanley.

One always dreaded the plaintive cry of the captain - "Ees abroka, meester peelot. We feexin in a dry-docka." (And that just referred to the compass, radar and echo sounder). Unfortunately this can still be heard all too often as the millennium approaches. The excuse in the 50s and 60s was that the spares were only available in the USA - "an a we never go to the Statesa, meester peelot. Mayabeea soon, ech". Now the cry is "the software manufacturer has gone bust!" Will it ever change?

Ship to ship and ship to shore (visual) communications were in those days mostly by Morse lamp (mains and sometimes battery operated), hence an extremely high standard of signalling was obtained by the majority of pilots. VHF was in its infancy and the miniature hand sets of today were preceded by huge valve sets which were anything but portable. One recalls the early sets being lifted into place by two men.

Tug assistance for docking and sailing was mostly by steam-driven, pre-war constructed tug boats which of course had absolutely very little but their weight to offer. A pocket whistle and the ship's own siren were the only means for a pilot to convey his wishes to the tug skipper. Old ropes which could break very easily if put to the test; (often the argument of insurance cases), and many is the time a pilot has witnessed poor seamanship allowing a rope to render on the bits as a tug boat took the strain. Foggy conditions often left these small but willing helpers literally helpless as their total lack of knowledge of electronics in that age left them unable to assist a vessel even if they wished to.

Many seamen of all ranks have vivid and cherished memories of those two decades. The time when the world at large, not just the seafaring industry, was struggling to put down a new base for its future after the devastating years of world conflict.

First the transistor, then the printed circuit and now the computer has transformed the art of navigation whether on land, in the air, or at sea. Time has caught up with the maritime world and in its turn the maritime pilot. One wonders!, does he have a future?

John Rich
Bristol Channel Pilot (Retd)

HAWKSDALE UPDATE

Further to the feature in the January issue of *The Pilot* I received several enquiries as to whether or not an early motorised lifeboat was used by Margate in order to have beat out from Margate into a stiff N. Ely in such good time to the *Hawksdale*.

The answer remarkably enough is no. The details of the lifeboat *Eliza Harriet* are:

BUILT: February 1898 at a cost of £719.8.3d. from a legacy left by Mrs. E Kidd of Beddington, Surrey by H. Roberts of Mevagissey.

DETAILS: 40 ft. wooden self righting boat with 12 oars and a dipping lug rig. She was delivered to Margate upon completion of trials at Falmouth.

HISTORY: Stationed at Margate for the whole of its working life the *Eliza Harriet* was put up for sale in 1927 and sold to a Mr John Moon from Hastings in 1930 for £50. During its working life it was launched 109 times and saved 152 lives.

A truly remarkable boat manned by courageous volunteers!

My thanks are extended to Michael Vlasto, Chief of Operations, RNLI for providing the above information - Ed.

Coastlines

The Loof Abctog Saga

You like dring Mista Pilo?

Car carrier, Korean I think. You know, the sort that won't let the pilot use the lift inbound, in case he gets stuck!

So there I am, was it only 10 flights of stairs? They would never expect a senior officer to do that would they, but fourth mates seem to be able to run up and down at will.

The Master's well-rehearsed English phrase, "You like dring Mista Pilo? Tea, hoffee, soft dring?" I regain my breath, heart rate reducing, and respond. "Yes please Captain, coffee, white, no sugar."

An exchange between Master and Mate in an alien tongue (strange how European languages don't feel alien anymore!) A low light flicks on in the corner of the bridge, revealing kettle, various jars, mugs and spoons. Some more alien tongue, sounds like questions and terse answers, and later "You dring Mista Pilo." "Thank you very much." It takes some confidence for a young officer to use this English language. I scan the horizon, and raise the steaming brew to my mouth. It's foul! I use my pen torch and check. It is very anaemic, "Mr Mate, what is this?" "Why - no suga - sah." "Yes Mr Mate, but could I have some coffee in it as well."

Paul Gibbard, Bristol (Rtd)

A busy spring day in a busy commercial port, the Duty Pilot's phone rings and it's a very charming lady who has just bought a barge in Holland ready to convert to a house boat. She has secured a berth for it in Collier Dock, a former small naval graving dock, and thinks she might need a pilot to get it there. "It is 50.3 metres long, the Port Rules being over 50 metres requiring a pilot". The Duty Pilot who was later described by the lady as being such a gentleman and very helpful proceeded to explain all the requirements, but couldn't she just chop off 0.31 of a metre to make it exempt? The lady even asked if he was a pilot himself and couldn't he do the exercise for her himself privately as costs were rising for her venture. "Sorry madam that's not possible but I will investigate if you could get a special rate as it is not a commercial craft, in the meantime please contact the vendors and see if you can shorten it a bit".

Twenty minutes later the lady is back on the phone saying she cannot shorten it as the stern was very pretty but did this very friendly pilot know of anyone who could bring it across a bit cheaper and the Dutch were now asking who would be their agent over here, whatever that all meant? Very charming Duty Pilot now explains about customs and import duty and makes a note to see Marion, the invoicing secretary, about the special rate and promises to call her back. The Lady is so grateful and says she will have to spell out the barge's name as it

has rather strange Dutch pronunciation but she hoping to change it to something prettier it is "LOOF AHCTOG". Later that afternoon two of the Duty Pilot's colleagues arrive for their ships, notice the scrawlings on the pad, "that looks interesting", so they are told all about this woman's problems with her barge. When asked if he was any good at crosswords the Duty Pilot now looked amazed. "Now spell it backwards!" The rest cannot be printed, it was April 1st.

John Gurton

LETTERS

Dear Sir

It was with a mixture of dismay and disbelief that I read the opening letter in the January edition of *The Pilot*.

Having been a member of the PNP since 1972, it has always been my understanding that the fund accepts contributions from, or on behalf of, ACTIVE AUTHORISED PILOTS. The person in question, whilst retaining an authorisation, is prevented from exercising it by reason of the prevailing contractual arrangements at the port in question. This has been the case since October 1 1994. The retention of the authorisation is a blatant abuse of power, involving both the holder and his employers and a confers a highly dubious claim to membership of the PNP.

The three signatories to the letter are well-respected former members of the profession and their considerable contributions in a variety of roles if freely acknowledged. However, their dismissal of this invidious precedent as "some little local difficulty, unworthy of national consideration", is well wide of the mark. In addition, the failure of the Port Trustees to support measures aimed at rectifying the matter is predictable and to be deplored.

The schedule of definitions, page 38 of the PNP Handbook states:

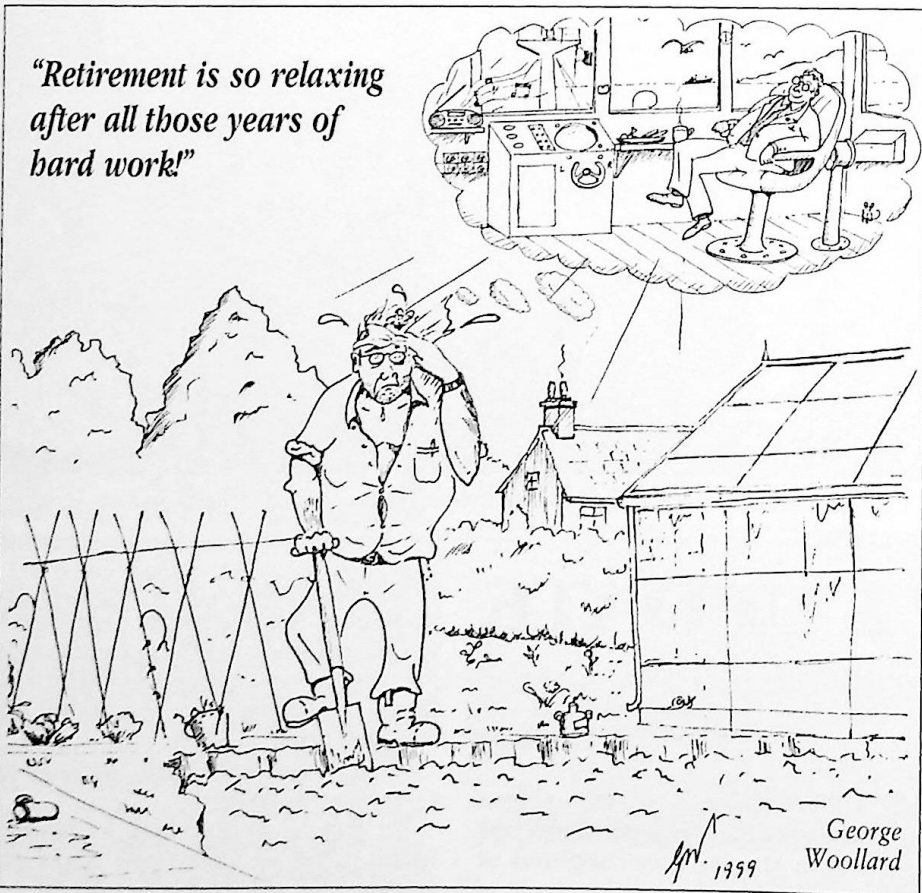
"The Trust Company may, in their absolute discretion, determine that a Member has ceased to be a Pilot even though the Member is still an Authorised Pilot under the Pilotage Act 1987 if the Trust Company is satisfied that a Member will not in future be performing any pilotage services."

A person who has not piloted a single vessel in four and a half years is not a pilot. All else is mendacity.

Brian E Watson, Humber Pilot

Apology

Due to the failure of an essential piece of software, ie your editor's brain, some credits for the photos in the Sunderland feature were omitted. The photographer was Chris Rout.



DETR REVIEW OF PILOTAGE ACT

Draft of Proposed Code

The DETR having completed their review have now published an outline draft of the Marine Operations Code for Ports. The aims of the Code are detailed in the Introduction, which states:

"The aim of this Code is to guide harbour Authorities on the use of their statutory powers in order to achieve and maintain the highest standards for safe marine operations within their waters."

The Code is divided into 2 sections. The first section is basically an analysis of the 1987 Act that summarises the statutory and legal responsibilities imposed upon harbour authorities by that Act. The second section "sets the standard expected of them in executing these functions."

The Code has 4 main functions:

1. To set a high overall standard for the safety of marine operations within ports.
2. To provide a template for the production by each harbour authority of policies and procedures to achieve that standard.
3. A means of disseminating best practice
4. To serve as a basis of reserve power.

Feedback from the draft Code was sought by the DETR and pilots were invited to comment through the UKPA(M). On March

1st Norman McKinney attended a meeting of interested parties with the DETR and presented the pilots' viewpoint.

Marine Operations Code for Ports

A further meeting took place at the DETR on 1st March under the Review of the Act. Norman McKinney and George Mills represented the UKPA(M). Other bodies represented were the three Ports' groups, the Harbourmasters' Association, The Nautical Institute, Milford Haven CHA, and the UK Tug Owners' Association. This was the second meeting of this forum.

The meeting was to consider progress made so far with the Review and Drafting of the Code and to outline the way forward over the next few months. Formal Safety Assessment and Training were also items on the agenda.

It has been assessed that in parallel with the Code, a Guide to Good Practice and a Training Standard will also be necessary.

The three broad principles of the Code will be:

1. The accountability of CHAs to their legal duties and powers
2. Standards to which CHAs should perform their duties
3. The training of persons who carry out Statutory duties and powers.

Emphasis was made on the importance of training across the industry.

The first outline of the Code was a bare framework of the content. It will take many months to put the meat on the bones. The UKPA(M) has already made representation to the DETR on omissions from, and suggested amendments to, the Code.

During the meeting of 1st March a representation was made on Formal Safety Assessment and Management.

In the next few months it is expected that progress will be made on passage planning, pilotage and pilotage exemption, towing guidance, harbour lighting, VTS, auditing and performance measurement.

Work will be started on the best practice guide - and a group has been formed on passage planning, with a group on training to follow soon.

NCE McKinney

DETR bulletins can be found on the DETR website: www.shipping.detr.gov.uk/pilotage/bulletins/index.htm

M.V. DERBYSHIRE

The Government has announced that they are to re-open the enquiry into the loss of the Derbyshire in 1981. All of us remember that tragedy and with the on-going losses of bulk carriers it is hoped that the latest investigations will determine the true cause of the disaster once and for all.

The statistics for losses of bulk carriers continues to mount appallingly with 13 having sunk in the last year alone resulting in a loss of 85 seafarers. As someone wryly pointed out, if all those seafarers lost had been washed up on the shore as oiled sea birds there would have been a public outcry leading to a full-scale enquiry!

DISTRICT REPORTS

SPURN

Retirements:

A Stathers	Jan '98	J Cherry	Feb '98
M Lazenby	Jun '98	R Higgins	Jul '98
B Tong	Jul '98	R Clare	Aug '98
D Cawkwell	Aug '98	J Andrew	Aug '98
C Austin	Sept '98	H Garner	Sept '98
D Hammond	Sept '98	R Thompson	Sept '98
J Dove	Dec '98		

Recruitments:

S Booth	- Authorised	Jan '98
P Martin	- Authorised	Jul '98
M Tolsen	- Commenced training	Feb '99

Transfer:

Will Allen departed Spurn Pilots' Ltd. and commenced training at Milford Haven at the beginning of this year. We all wish Will the best of luck in his new District.



The Professional in the picture is wearing a LIFEJACKET and foulweather 100% waterproof coat in one!

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OBITUARIES

Edward Jeffrey Davis

1925 - 1999



Jeffrey, who was the son of the Dockmaster of Portishead dock, commenced his sea time in 1940 in the Bristol Pilot Steam Cutter Company and served what was then a five years apprenticeship. After the completion of his apprenticeship in 1945 he went deep sea as 3rd Mate with the Bristol City Line, later he joined the Shell Tanker Company gaining 2nd Mates, Mates and then Master's foreign going certificates. He spent a lot of his sea time out East, finally becoming Mate of the Shell Tanker *Macra*. He was then invited to fill a vacancy in the Bristol Pilot service.

He was appointed a Channel Pilot in 1956 and served for 34 years before retiring in 1990 at the age of 65. He and his wife Beryl were keen hikers and, after his retirement, Jeff could be seen walking around Durham Downs almost every morning.

His hobbies were collecting model soldiers complete with uniforms of the various historical battle campaigns, building radio controlled boats and aeroplanes which were always very detailed.

He will be sadly missed by his wife Beryl, sons Christopher, Jeremy, Simon and Timothy, together with his five grandchildren and all his friends and colleagues.

GW Havens

Lt Commander Wallace Steele

The funeral took place of Lt Commander Wallace Steele, RNR on the 2nd September 1998, at Ipswich Crematorium.

"Wally" Steele was born in 1910 into a seafaring family in Sunderland, the third of four children. He was educated at the Bede School and matriculated in six subjects. His teachers hoped he would go to university but family circumstances precluded this option. In 1926 he went to sea with the British Tanker Company. He passed all his tickets 'first time'. In 1936, he joined the railway ferries between Harwich and the Hook of Holland.

In 1940, his ship was trapped in Rotterdam by the advancing German army. The crew scuttled their ship, commandeered a bus and proceeded to the Hook. When sheltering behind a wall to avoid small arms fire from the opposite bank, the 'Sparks' while keeping his head down was unfortunately shot clean through both buttocks. The intervention of a British destroyer shelling the opposite bank allowed them to reach the Hook safely, complete with the injured 'Sparks'. They then hitched a lift to England on the destroyer that had been sent to collect the Netherlands royal family.

Wally then joined the RNR as Sub Lt and sailed with the rescue tug fleet, firstly in the *Caroline Muller* and then *Freebooter*. He was promoted to Lieutenant and took command of *Hengist* serving in the Mediterranean campaigns, before returning for D-Day. On promotion to Lt Commander he took command of the American built tug *Justice*. He delivered the tug back to the USA at the end of hostilities, returning in the *Queen Elizabeth* as senior officer in charge of British crews.

In 1947 he declined an RN commission and rejoined the rail ferries as Chief Officer. In 1950 he was accepted as a Trinity House pilot for the Ipswich District and was the first Pilot Sub-commissioner appointed. He remained a pilot for 28 years, until his retirement in 1978.

In 1935, Wally married Millie, the granddaughter of a Suffolk sea captain. They had three children, Bryan, Michael and Christine. Unfortunately, Millie died in 1965 at the age of 49. In 1969, he met and married his second wife Nora and gained a step daughter Ann. Wally and Nora spent a happy 19 years together until her untimely death in 1987. In 1992 he enrolled in a painting course at the Suffolk College and produced some fine work before failing eyesight brought this to an end.

His funeral service was attended by both



his families, ex colleagues and friends. An appropriate and moving touch, was the playing of the Geordie National Anthem (the Blydon Races) as we left the service, a cheerful optimistic tune which epitomised his jaunty and indomitable spirit.

At a reception in sight of the lock gates at Ipswich, family and friends gathered to remember him. His daughter Christine had prepared a photographic collage of Wally's career. This was most informative as Wally rarely discussed his wartime exploits, even with his colleagues.

I can only quote from his eldest son Bryan's address at the funeral, which is an adaptation from Trollope. "When the famous die they erect a statue. When someone of Wally's stature dies, their true memorial is in the minds and memories of those who knew and loved him".

Wally's ashes will be scattered off Landguard Point, Harwich, by his family, with the advent of better weather.

DA Ingham, ex Trinity House Pilot, Ipswich District.

James Purvis

It is with deep regret and a feeling of tremendous shock, I have to report the death of Tyne Pilot James Purvis who died on December 29th aged 52.

Family tradition dictated Jim's future and like his Father, uncles and Grandfather before him, he commenced his apprenticeship on the pilot cutters in 1962. After sea service in Brocklebanks and Moss's tankers

he was first licensed in 1974. Jim's 24 years' service was notable for his easy going manner, dry humour and his down to earth approach to everyone he worked with.

The recent departure of the *Solitaire* (the largest pipelaying vessel in the world at 300m+) down the shallow and very narrow channel from Swans Wallsend, without main propulsion, towed by 2 anchor handlers and 4 harbour tugs, all under his control was just another job to Jim. The smooth way in which this very delicate operation was carried out was testimony of his pilotage ability.

Jim had only recently handed over the reins of the Marine Pilots Golf Society after organising for many years not only the "Nationals" but also our local "International" between Tyne/Tees (England) and Forth (Scotland). Every event from Telford to St Andrews was always well attended, very enjoyable and a great test of stamina - not on the course but in Jim's room with a bottle of malt. His tireless work for the MPPS was recognised by the attendance at his funeral of golfing pilots from Manchester, Forth and Tees, plus many letters and telephone messages from other districts. All hugely appreciated by his widow Eileen.

His popularity among all sections of river workers was reflected in the large attendance at his cremation. So large at least a hundred mourners were left standing outside the crematorium. Jim would have appreciated the comment of a fellow pilot who asked for his money back because he didn't get a seat.

Jim left a widow Eileen and two grown up daughters who still live at home and will be of great comfort at this tragic time.

As Jim's cousin and long time watch mate he leaves a huge void in my working life - I hope the mould that Jim came from is still in working order and can produce a replacement as soon as possible.

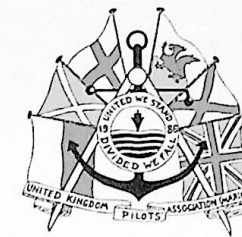
Tom Purvis.

Pensioners Deceased

November 1998 to January 1999

J Burn	Tyne
JM Farmer	Clyde
RA Hammond	London - Thames
FC Lincker	Milford Haven
WD Lowrey	Humber
WJN Maddocks	Manchester
AE Nunn	London - North
WE Singleton	London - North
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THE PILOT

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The views expressed in letters, articles and advertising in "The Pilot" magazine are those of their authors and do not necessarily reflect those of the UKPA(M).

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