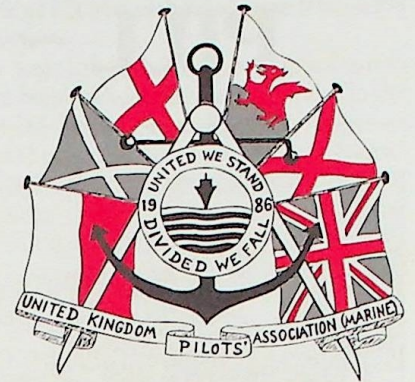


THE PILOT

January 2000

No. 260

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



Editorial

Welcome to the first *Pilot* magazine of the new millennium, which, pending approval from the Section Committee, will be renamed "Marine Pilot" in the future. The reason for this is that some database has confused me with the editor of a publication dedicated to those taking to the air in heavier than air machines which has chosen to steal our title! My first knowledge of this was the receipt of a call early one Saturday morning from a very excited hack from the Sunday Telegraph who wanted to know all about John Kennedy's Piper Saratoga aircraft? Enough said!

Anyway, I trust that you all managed to enjoy the celebrations with your families rather than on board some old rust-bucket which had been permitted to navigate as a result of its pre-dating the dreaded millennium bug!

It would appear that the IT industry have emerged into the 21st century very rich but with the non appearance of the famous "bug" their credibility is in a sorry state. The last 15 years have seen a rush to embrace new technology. Government and Industry have been seduced by promises of enhanced productivity and reduced manpower leading to potential cost benefits and higher profits but a damning report issued by the Government during the Christmas break confirms a catalogue of failed and incompatible systems installed at vast expense to the tax payer. The report estimates that the cost of this "ineffective and useless" technology runs into billions and whilst the private sector has possibly been more successful no one appears to have stopped to question the benefits of the enormous budgets allocated to IT departments! Another Government survey last



David Balderston

year revealed that office productivity has not improved since 1975. The costs of upgrading computers and software have been estimated at £3,000 per employee/year so surely we must now see a slowing down of the ridiculous situation whereby as soon as a system is introduced it is already obsolete. Can senior managers continue to be duped every couple of years by such nonsense as Windows 95, 98, NT and now 2000?

So, how is all this relevant to pilotage? Interestingly, as I mentioned in my last editorial, our profession has remained virtually untouched by what will probably become known as the great computer rip off but it is inevitable that technology will soon start to change our work. The IMO are finalising details for standardising marine transponders and formalising the replacement of paper charts with ECDIS. The new integrated bridge systems will soon permit the DGPS to cross-reference with the radar image for position accuracy leading to navigation without intervention by a navigating officer. My own feelings are that during the next twenty years these developments will be closely followed by a fundamental re-writing of the collision regulations and commercial shipping will be fitted with automatic collision avoidance systems. Leisure and fishing craft will be fitted with special coded transponders and

be obliged to keep clear of commercial traffic with proximity alarms alerting them to the presence of commercial shipping. The unmanned bridge will become a reality with the vessel interfacing with the destination port VTS to programme ETA's etc. And pilots? I believe that our role will remain unchanged! Possibly we will board the ship along with a berthing team since, as I see it, the complexity of automatic berthing systems will require enormous investment for the jetty operators and ships. Equipment will need to be standard for all ships and jetties and although the technology potentially exists for smaller ships with manoeuvring aids the problems become far more complex when tugs are involved. I personally feel that the cost/benefit analysis will reveal such systems uneconomic for the foreseeable future and there is also the attitude of the ship owner to overcome. Here I can give a specific example. The other day I piloted a new tanker. The bridge and deck layouts were what can only be described as "traditional". However, in their wisdom, in order to cut down cost and weight the owners had economised on the number of mooring winches. Consequently the mooring operation, which would normally take about 45 minutes for that class of ship, actually took 1½ hours! As the French say "plus cela change plus c'est pareil." The pilot ladder is not dead. Long live the pilot!

WELCOME TO THE NEW MILLENNIUM.

John Clandillon-Baker
Canterbury Gate House, Ash Road
Sandwich, Kent CT13 9HZ
Tel: 01304 613020

PLEASE NOTE NEW E-MAIL
e-mail: jcb_pilot@talk21.com

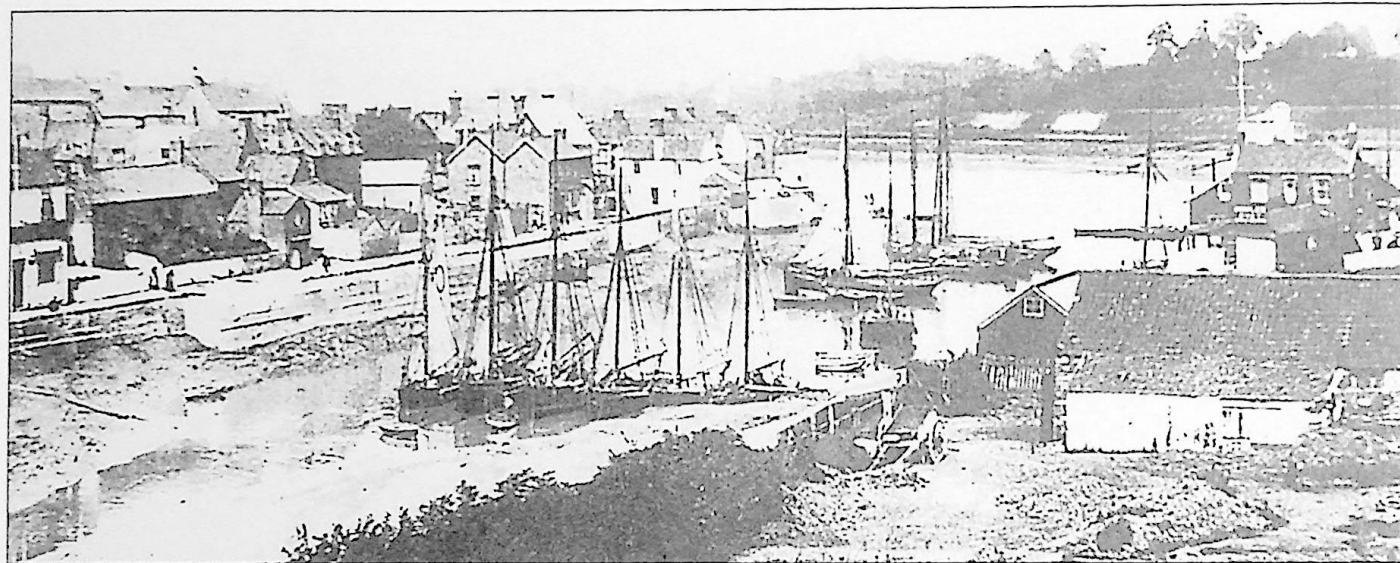
In This Issue

Editorial: John Clandillon-Baker
Pill - the Village of Pilots John Rich
Humber Pilots 200 John Simpson
& Alan Duckworth
Pension News: Jan Lemon

Port Marine Safety Code DETR
Technical & Training J Brown
Mull Rescue Alec Cooke
Coastlines
Prize Crossword Panossim
Obituaries
George Woollard

PILL ~ The Village of Pilots

John Rich



Pill Harbour circa 1930

The village of Pill in the County of Somerset lies on the western bank of the river Avon towards its confluence with the river Severn and the eastern most part of the Upper Bristol Channel. It has a long maritime history and is known by many as Pill on the mud, the ancestral home of the Bristol Channel pilots.

The tidal frequency of the river allows seven hours of ebb flow and only five hours of flood so most of the time the grey/brown sedimentary banks are clearly visible to visitors and residents alike. The murky liquid content of the river rising and falling at a rate in excess of one metre every 15 minutes on some spring tides gave the Pill pilots an interesting, if not exacting challenge, when called upon to take charge of the navigation of vessels making towards or sailing from moorings inside the City of Bristol precincts.

In order to understand the topography of the village it is best to look at its very name, 'Pill'. Its location is beside a creek. A creek that at one time not only dominated its entire existence but was indeed the very reason for it being there.

'PILL' literally means creek or inlet off a river or channel; a small harbour, often tidal and occasionally used as a dock. The Oxford English Dictionary¹ describes it as 'A local name on both sides of the Bristol Channel, in Cornwall, etc., for a tidal creek on the coast, or a pool in a creek, etc.'

Any map showing the navigable part of the river Avon, the mouth of the river Severn and the eastern portion of the Bristol Channel will show quite a number of creeks referred to as a 'pill'. But without exception they all have a proper name before the word 'pill'. For example, in the Severn there is

Lydney Pill and Chepstow Pill, whilst in the Avon there is Broad Pill, Morgan's Pill and Chapel Pill - formerly St. Katherines Pill.

And it is in the river Avon that we find the largest creek of all, variously called The Pill, The Creek, Crockerne Pill, Crockarn Pill, Crockam Pill, etc.

The very first map to show the hamlet of Pill is Saxton's map of 'Somerset' and it names the creek and hamlet as 'Crockhampil'. Speedes map of Somerset dated 1610 adds an 'l' which makes it 'Crockhampill'. Both making the name one word.

On the next two maps, chronologically speaking; we find the creek and surrounding area marked as just 'Pill'³. The 'Division of Hundreds' map of 1805 once again brings in a prefix this time as 'Crockern Pill' and the 'General Map of Somerset & Gloucester' also 1805, shows 'Crockerne Pill', adding a letter 'e'. By 1828 J. Rutter's 'Delineation of Somerset' and subsequent maps mark the hamlet as just plain 'PILL'.

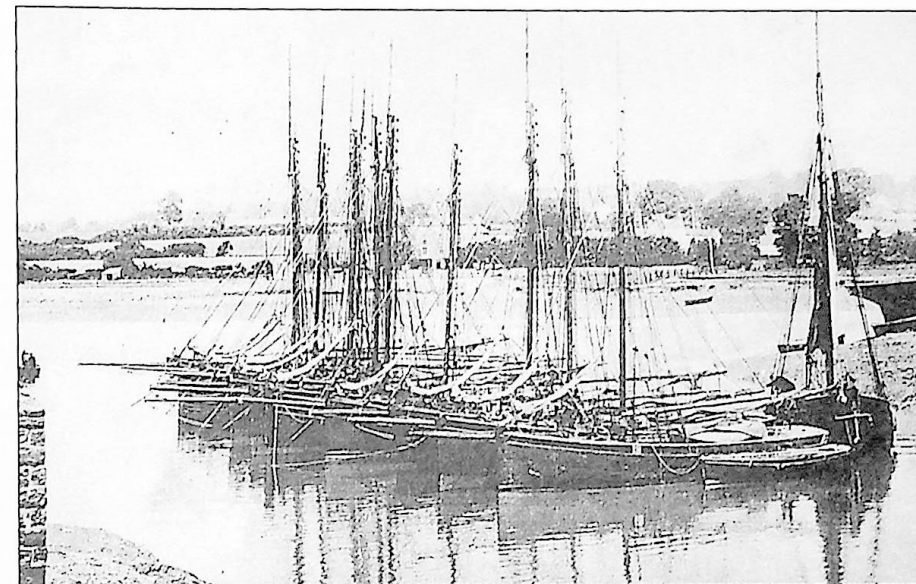
Is it because this particular 'pill' has been so intensively worked whilst all the others remained relatively dormant, that its prefix, what ever it was, has disappeared in the mists of time. The difference between 'Crockarn' and 'Crockam' is relatively easy to explain as the pen hand of a scribe in times past could easily make an 'arn' appear as an 'am' and the 'e' and 'a' are not easily distinguishable in some early writing. But why the name in the first place. Was it the 'creek of the crocks'? After all a large pottery was excavated at nearby Ham Green and pottery shards from its products have been found all over the Bristol Channel area including West Wales.

As for the Romans they seem to have

passed by the part of the Avon on which Pill lies as the Rua Julia, their road from the Severn to Bath, passed well to the North and East of the Avon at Pill but by the time of Henry VII mariners from Pill were well into their stride, for it was in that Henry's reign one Zuan Giovanni Cabotto, convinced the merchants of Bristol to fund a so called voyage of discovery and with letters patent from the King he set out so to do. But that is another story.

By the 15th century the mariners/boatmen of Pill were unrivalled on the river Avon. There was no Avonmouth, Shirehampton did not exist, Sea Mills wasn't there and the Hotwells hadn't been invented. The entire eastern (Gloucestershire) bank of the river Avon, from its mouth to the walls of Bristol City was undeveloped, although a rough tow path did exist along some of its length. One must also remember that the river was actually more than a mile longer in those days - the Royal Edward Dock at Avonmouth being built on the original river course. So it is safe to say that the mariners of 'The Crockarn Pill' had total control of the river. The inhabitants of the City of Bristol, born and bred inside a walled enclave, were 'townies' far from being men of the river.

There were no lock gates to hold the water high and keep the ships afloat over the ebb. In fact the tidal part of the river Avon at the 'Key' probably only allowed vessels to float for very short periods over high water time and for the greater part of the day and night ships nestled in the soft mud of the river bottom as if in dry dock - the datum of the river bed in the centre of Bristol being considerably higher than at its mouth.



Pill pilot cutters. Circa 1900.

When a vessel was 'fitted out' and ready to depart the City and proceed to sea it would have to leave the 'Key' at or near high water. Having no motive power, a bit like a dumb barge really, and being as susceptible to the winds as any hot air balloon, with not much more directional control, it would have to be pulled along, either by oarsmen rowing in small boats or 'hobblers'⁴ and proceed thus from Bristol to the river mouth. This work was always carried out by men and on occasions women; from the village of Pill. Numerous references to them and their lives and times are available in the 'Hall Books' (minute books) of the Bristol Merchant Venturers. A complete set, now on microfilm, is available for public use in the reference section of the Bristol Central Library.

Any group/team of workers requires an organiser, someone to muster the team and control their actions in order to satisfactorily complete the task. Such a person is a leader and one can easily see how such a person was in charge of the navigation of a vessel. Having knowledge of the depths and currents and the ability to lead became known as a lodesman or leadsman, having to make decisions on the spot regarding directions to his team and above all the safe passage of the vessel in his charge.

As ships grew larger so passage into the centre of the City of Bristol became more and more hazardous and many vessels became stranded, some becoming a total loss. Hence the port moved down river to Hungrood - the great bend on the Avon that lies between the 'Crockarn Pill' and 'Saint Katherines Pill', now called Chapel Pill. There a chapel was set up for sailors to have access to a place of worship in order to pray for a safe return from their forthcoming voyage before sailing from Hungrood and no doubt to give thanks on their eventual return.

The Pill mariners, whatever their station,

completely controlled employment on the river leading to what was at one time Britain's second largest port. Many times the Bristol Merchants attempted to appoint their own choice of men to fill a vacancy. Such outsiders were always rejected by Pill men and none ever succeeded in breaking, what must have been, an early closed shop approach to employment. It was not until 1861 that other ports in the Bristol Channel succeeded in breaking the monopoly of Pill pilots and the Merchants of Bristol which allowed them to appoint and license pilots and pilot boats that did not come from the Crockarn Pill.

The Pill pilots require much more than a passing comment in order to do proper justice to their story. Unfortunately this is not the place to go into great detail. However, as an example of how that profession must have influenced the local community for centuries, in 1863 there were 74 licensed pilots listed with 45 named boats. Each and every one worked from the

creek at Pill and each pilot came from a Pill family.

A complete list of every person known to have been authorised to act as a pilot in the Port of Bristol since licensing began is published in the book 'The Bristol Pilots'⁵ and covers a period of almost 500 years and includes dates, boat names and boat registration numbers. Unfortunately this book is now out of print and only available through a local public library system.

So where exactly is this historic maritime/pilot village? As one drives South bound across the Avon Bridge on the M5 the huge industrial complex to the North of the motorway, complete with the modern port of Royal Portbury Dock, is starkly contrasted by the green fields and woodland on ones left, to the South. Both are parts of the civil parish of Easton-in-Gordano in which lies the ecclesiastical parish of Pill. Both are much treasured - especially by the residents of the village of Pill, including its modern day pilots and other mariners.

BIBLIOGRAPHY

¹ 'The Shorter Oxford English Dictionary on Historical Principles' Vol. II. Marl-Z. Page 1584.

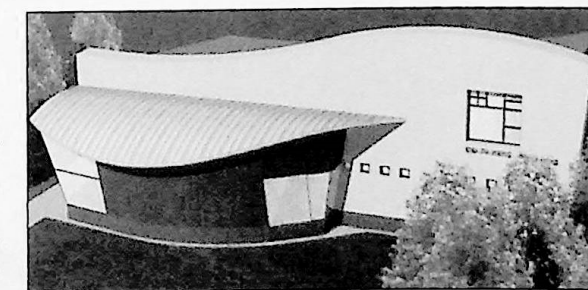
² Dated 1575, the original of this map is extremely well preserved and is currently in the map department of the British Library in London.

³ 1750 map by Emanuel Bowen and Day & Masters map of 1782.

⁴ 'The Shorter Oxford English Dictionary on Historical Principles' Vol. II A-Markworthy. Hobbler 2 3. An unlicensed pilot; also a man on land employed in towing vessels by a rope.

⁵ 'The Bristol pilots' by John Rich. ISBN 0 9528082 0 X. Published by Atlantis33.

PORTBURY SEAFARERS CENTRE



As reported in the last issue progress on the building of the new seafarers centre is progressing well. The latest news from John Rich is that works should be completed by the end of February. Bristol

Museum who own the two UKPA founders' plaques have agreed to release them to the centre and are arranging for them to be mounted on permanent display sometime in March.

Whilst an official opening of the centre by the Princess Royal is being planned for May the logistics of incorporating all the dignitaries who wish to be involved in the ceremony is becoming a bureaucratic nightmare. For this reason John Rich and the padre are planning a separate dedication ceremony for the plaques prior to the Royal opening. At the time of going to press the date is still to be advised.

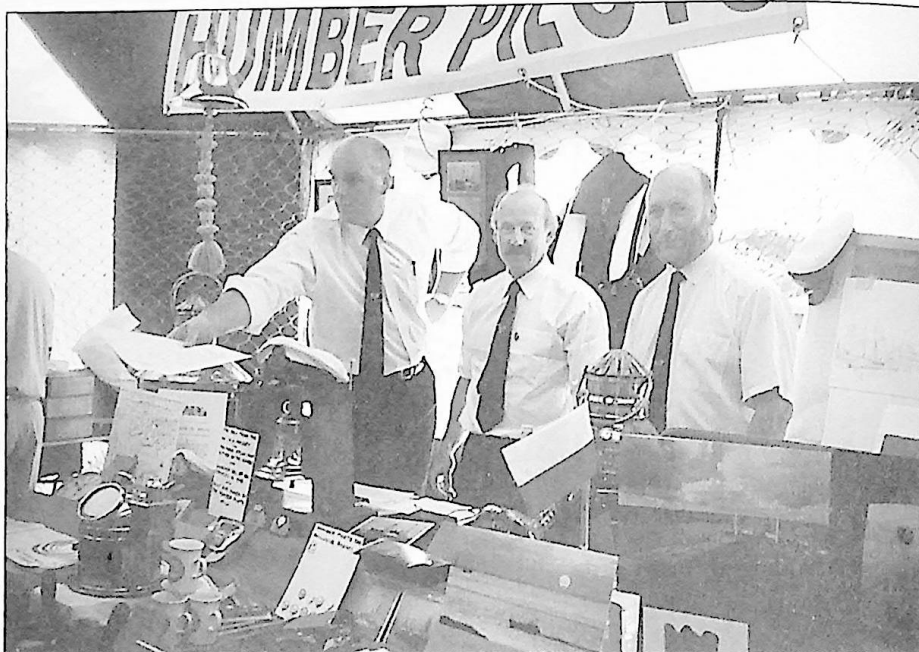
Humber Pilots "200"

The 200th anniversary of the modern Humber pilot service might have difficulty getting the same attention as the millennium countdown, but we have had a busy and successful year so far.

The focus of our celebration has been the painting of the ss *Commander Cawley* leaving Princes Dock in 1899, which was commissioned in April. Tom Harland has now completed the work and it has been handed over to the pilots. Titled "Outward bound from Kingston upon Hull" it has been received with much critical acclaim and is now hanging in the city's maritime museum, where it will be on view to the public until it is handed over to the city in April 2000.

A limited edition print has been produced, restricted to 137, that being the present number of pilots. The sum of £8 will be deducted from the sale of each print by Tom Harland, this will form a donation to a charity agreed by Humber Pilots and the artist. In the new year an open edition print will be launched which will be available to the public.

Another goal of the "200" year was to raise the profile of the pilots in the



Humber Pilots' stall at the Hull Show.

Humber Pilots were sponsors of Irish shanty men Warp Four who opened the Sea Shanty Festival at the beginning of September with a musical narrative of the ill-fated final voyage of the *Garthpool* which sailed from Hull on 23rd October 1929. Many pilots turned out at the marina to help man our information stall, and talk to some of the thousands of visitors. Over 2000 leaflets were handed out over the weekend to give an insight into the work of the Humber pilots and hopefully putting to rest the idea that pilots drive small boats for the big ships to follow.

Humberside region, and this has been achieved with a number of press releases, interviews on local radio, and our involvement with the annual Sea Shanty Festival and Hull Show.

The Shanty festival brought us into contact with the local council who have been very supportive, and many new friends were made. Our stall at Hull Show was a similar success and another 2000 leaflets were distributed, being next door to British Aerospace's tent and their McLaren F1 display may have helped!

Alan Duckworth has been busy organising the civic reception to be held on the 7th April 2000. There has been an excellent response to the invitations and North Hull MP Kevin McNamara has informed us that in January 2000 he will be tabling an early day motion in Parliament congratulating the Humber Pilots on their long service.

Hull and district amateur radio society have applied for and been granted a licence to broadcast with the callsign GB HP200. So far they have made 700 contacts around the world.

The annual retired pilots dinner for April 2000 has had to be moved to a larger venue to cope with increased demand and the "200 Celebration Ball" on April 29th is almost sold out. Yorkshire TV will begin filming in February for two half-hour documentary programmes on the pilot service.

It has been an interesting and exciting year with plenty more to look forward to, the momentum of which will carry one of the oldest professions of the region into the millennium with pride.

John Simpson
and Alan Duckworth
(Co-ordinators HP200)



"Pilot cutter *Commander Cawley* outward bound from Kingston upon Hull" Tom Harland

PENSIONS NEWS

UKPA(M) CONFERENCE 1999

Debbie Marten and I attended the first session of the UKPA(M) 1999 Conference and this article covers the main points of my talk, for those of you who could not attend.

The actuarial valuation

This was the major issue for the PNPf in 1999. As you will all know by now, contributions had to be increased, from the start of the new year, and two benefits had to be cut back. Whilst these moves were much regretted, they were necessary to keep the Fund in balance.

Options

What are the alternatives to a final salary occupational pension scheme? In a money purchase, personal pension arrangement, you really do only get what you pay for. This might be acceptable for topping up main scheme benefits, (AVCs), but not necessarily such a good option to rely upon entirely for retirement income.

If a medical condition, at age 45, meant that you had to give up piloting, after making say 15 years' contributions, there would not be much in the pot to provide you with an income for perhaps another 45 years! If you wanted to take early retirement at 50 you might live until 100+, and even with income drawdown for personal pensions, the pot can only stretch so far. Insurance companies' pension charges can be high and will probably be even more now with the complexities of income drawdown.

Contributions

The contributions have gone back up to the level they were from the start of the Fund in 1971, up to 1989. In 1989 the contributions came down because Special Members' "double sixtieths" were bought out with the past service actuarial valuation surplus. This meant that they no longer needed to be funded by future contributions so there was an automatic reduction. Those of you whose normal retirement age was 65 on 30 September 1988 still have those five years as a total service credit. The clock has been turned back, but not entirely.

Ill health benefits

The Fund's ill health enhancement is still generous compared to the majority of

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.

private sector pension schemes. If you were to join the Fund at 35 and became permanently incapacitated at 47 you will "double" your service. Many pilots seem to be covered by insurance for disability benefits up to 65 so that must help to fill the gap until state pension age.

*LPI in place of 3% guarantee

The removal of the 3% annual guaranteed rate of pension increase will only apply to service completed (or awarded) after 1 January 2000. If inflation picks up again, to between 3% and 5%, then a larger increase will be paid on the post 1999 portion.

The trustees' principal aim has always been to maintain the purchasing power of pensions in payment, and *Limited Price Indexation (LPI for short) does this, at least up to 5% each year. But if inflation remains around 1% to 2% for the next five years then many pension schemes with fixed rate increases of 3% or even 5% may face problems.

The PNPf is still an excellent pension scheme - please play your part in securing it for your old age, and for your successors. If you are under 40 years old you should not rely upon the state to supplement your income in retirement.

Transfer values into PNPf

Quite a few new pilots bring in transfer values to the Fund and long-established members often ask us whether they can transfer in old benefits. The eighteen-month moratorium was lifted a few months ago and you can now transfer in, up until your 57th birthday but no later.

Some statistics (but not lies)

Conference is a good mid point between the annual accounts to catch up on the membership statistics of the Fund so, for the rest of you who like figures, there were 441 active pilots in the Fund at the end of October 1999, 344 self-employed and 97 employed. There were 82 Special Members (those who became pilots before their old pilotage authority joined the PNPf); these 82 pilots each have at least 22 years service in the Fund. The last pilotage authority to join, in 1977, was Liverpool and, out of 48 pilots in the district, 29 are "Specials".

The monthly pension payroll exceeds £1.5m covering 1,414 beneficiaries, 977 pensioners and 431 widows. Healthy returns are needed and, although the overall fund is split 50%/50% fixed interest / equities, the investment income comes mainly from fixed interest now. In the year to end September 1999 the total fixed interest income was £8.6m whilst equity dividends produced £3.6m. Another £1m income came from unit trusts and from cash deposit interest. The two fund management houses also made a combined net profit of £2.1m on sales over the past year

As well as the monthly pensions payroll there is a small quarterly pension payroll of just under £40,000 covering 2 pensioners and 40 widows, inherited from Trinity House in April 1971, almost 30 years ago! It's good to know that retired pilots, or at least their widows, live to ripe old ages.

AVC Scheme

Many of you will know that Equitable Life won a court case when a judge upheld the Society's approach that it does have sufficient discretion to grant final bonuses of an amount conditional upon the form in which the benefits are taken (where guaranteed annuity rates come into play). The judge went on to comment that policyholders do not have "reasonable expectations" that the same rate of final bonus should apply to all policyholders.

Naturally Equitable Life received some very bad press and their managers were questioned closely by their policy holders, but they were not the only organisation to act in the way they did. It happens though that Equitable Life is by far the largest.

Stakeholder Pensions

Stakeholder Pensions, aimed mainly at the "mid range" earners - up to £18,000 a year, form part of the government's current pension initiative. They will be funded money purchase arrangements, similar to personal pensions, and are unlikely to appeal to PNPf members unless the government will allow concurrent membership with defined benefit (final salary) schemes such as the Fund. National pension organisations are lobbying hard to get this into law; if they succeed then stakeholder pensions, with their low charges, may well take over from Free Standing Additional Voluntary Contributions Schemes.

Finally, from the Secretariat

We wish you a good start to the new millennium and we thank all of you who sent cards and letters to us at Christmas. So far we haven't been bitten by the Y2K and 'flu bugs - long may it last!

Jan Lemon

Retirements

D Campbell	<i>Clyde</i>	Oct '99
BE Glass	<i>Milford Haven</i>	Oct '99
JE Higham	<i>Plymouth</i>	Oct '99
FW Kitching	<i>Fortb</i>	Jul '99
MM McLeod	<i>Fortb</i>	Aug '99
AT Malcolm	<i>Liverpool</i>	Sept '99
I Readman	<i>Tees</i>	Oct '99
MP Roberts	<i>London - North</i>	Aug '99
JB Taylor	<i>Manchester</i>	Aug '99
PG Taylor	<i>Aberdeen</i>	Jun '99
R Vincent	<i>Humber</i>	Aug '99

DETR PORT MARINE SAFETY CODE

The consultation period for the Code is now over and further to final meetings with the representative bodies it is anticipated that the Code will be published at the end of February. The UKPA(M) have been fully consulted on the drafting of the Code and those involved have been impressed by the DETR team of Mr Andrew Burr and Steven Reeves who, having initially been reviewing a topic of which they had very little knowledge, have displayed a remarkable ability to comprehend the various elements of pilotage and port operations throughout the UK.

Whilst many pilots would have preferred a complete rewriting of the 1987 Act, lack of parliamentary time and the complexities of drawing up a new Act rendered this option impractical. The Code is the next best thing after legislation.

The UKPA(M) Section Committee members have put in an enormous amount of work into the drafting of the Code and it is a credit to them and all the other pilots who have been involved that the professional attitude and knowledge has been acknowledged and appreciated by Mr. Burr and his team. Their willingness to attend the last two UKPA(M) Conferences and answer questions bears testimony to this fact.

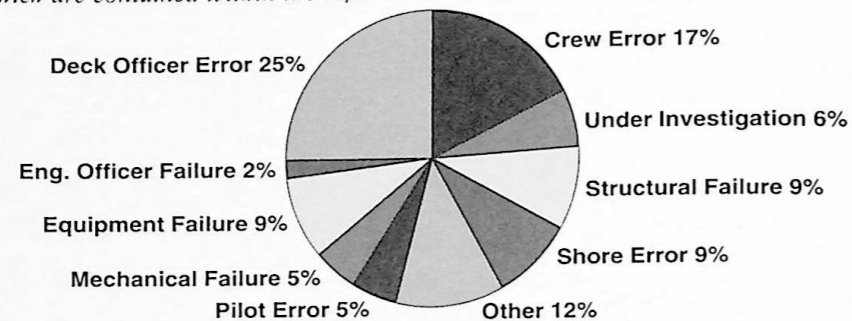
At the Conference held in London last November Mr. Burr in a one hour session clarified several points but the most important involved accountability, competence standards for pilots / PEC holders and Overcarriage.

Accountability of HAs: In responding to questions as to how the accountability could be enforced Mr. Burr stated that by accepting the Code the HAs were agreeing to accept the responsibility for undertaking formal risk analysis and providing formal policies and procedures. These will be submitted to the DETR and be subject to audit. The Annual report of the HA will have to contain a statement that the PMSC had been complied with. Mr. Burr emphasised that the DETR considered the Code to be an ongoing project which would be carefully monitored. It was anticipated that the sections of the Code requiring amended legislation would be included in a future Merchant Shipping and Harbours Bill and this would also grant the Secretary of State reserve powers of intervention.

Competence Standards. In responding to concerns that the competence standards to be introduced with the code were not specific in requiring a formal marine

LIES, DAMNED LIES AND STATISTICS!

The UK P&I club recently published an analysis of major claims based on statistics from the last 10 years. These statistics are comprehensively broken down into various sections concerning ship types, cargo, equipment failures etc. I feel that as a professional organisation we should be concerned at some of the statements concerning pilots which are contained within the report.



The basic findings within the report are that whilst the number of major claims are generally falling the value of claims is rising rapidly. Studying the above table gives the impression that pilots are a particularly effective sector of the risk matrix accounting for only 5% of the overall claims. However the experts see things differently. The section on pilot error states "... Pilot error plays a predominant role in the Club's major claims profile. This position has unfortunately changed little from the findings in the Club's earlier analysis... The largest proportion of human errors are attributable to the personnel on the bridge-whether they be the ship's officers or pilots. This is not altogether surprising but, whilst it is encouraging to see that the bridge officers' failure rate is improving, it is disappointing that ship safety is being jeopardised by the activities of pilots for whom the shipowners generally remain responsible".

Such statements to my mind display a total ignorance of the role of the pilot. Pilots are always involved in the most hazardous phases of a vessel's voyage involving

qualification, Mr Burr pointed out that realistically such a qualification would be necessary. (It is as well to note here that the Code cannot change the legal status of a pilot as an independent professional acting as a Principal as ruled in the Cavendish case. Ed). Mr Burr confirmed that in his opinion PEC holders should also be of the same standard as pilots but the powers of the DETR did not extend to ensuring this. The responsibility for competence of ships' officers remained with the company employing the officer involved. The HA does however have a responsibility to satisfy themselves as to competence prior to issuing a PEC. There were concerns over the dwindling pool of those currently holding the traditional marine qualifications for pilots and future supply needs to be addressed by the ports as a matter of urgency.

potentially the highest of claims. In my opinion the fact that the percentage of claims due to pilot error has perhaps not fallen as much as the statisticians would like needs further analysis rather than bland statements. All of us know that in the last 10 years the scantlings of new ships has been reduced making them more prone to damage. As a result of commercial pressures tug usage has been cut resulting in pilots being forced to undertake manoeuvres with reduced safety parameters. In view of the analysis' statement that the value of claims has increased this would suggest to me that pilots have performed particularly well in maintaining parity with previous analysis! These so called experts need challenging!

The report was produced by:

Carl Lumbers
Thomas Miller P&I Ltd.
International House, 26 Creechurch Lane
LONDON EC3A 5BA
Tel: 0207 7204 2307
e-mail: karl.lumbers@thomasmiller.com
Website: www.ukpandi.com

Overcarriage. This was probably the most important point in that so far as the DETR are concerned there is only one place for the pilot to be when a ship is in a compulsory pilotage district and that is on the bridge of the ship. The practice of pilots disembarking early or offering assisted passages is considered unacceptable.

Should any pilot require the full tape of the session please contact me. JCB

At the time of writing the DETR have announced that the first edition of the Code is ready to be published and an official launch is planned in Southampton sometime in February but the date and venue are yet to be confirmed.

Website: www.shipping.detr.gov.uk/pilotage/bulletins/index.html

TECHNICAL & TRAINING

Edited from the 1999 Conference Report from Chairman John Brown

John opened his report by offering a tribute to former Chairman Peter Russell who has retired as a PLA pilot and also from the committee after 4 years as Chairman. As John stated "His ongoing commitment to the nautical profession and to pilotage matters will continue to set a benchmark for his colleagues."

The drafting of the Port Marine Safety Code and associated Competence Standards have provided and will continue to provide a considerable amount of work for the committee. The UKPA(M) constitution requires that we "endeavour to keep abreast of developments of a technical nature in the marine world likely to affect pilots and, where considered necessary, to inform pilots of such developments". The rapid pace of technological development means that many of the areas dealt with by the committee in the past now need to be revisited.

Personal Protective Equipment: The committee will be contacting manufacturers of PPE during this year for details of their products, as a preliminary to evaluating compliance with CEN standards and practical suitability for use by pilots.

SeaSafe are now marketing products manufactured by Sea Marshal Safety Systems. One such product is the PLB8 personal locator beacon which now costs less than £100.

CREWSAVER. Have issued a partial product recall of automatic firing capsules. The capsules are not of the hydrostatic Hammar type and the only ones affected are yellow in colour. Anyone using Crewsaver lifejackets should check the firing capsule and if in any doubt contact Crewsaver on Freephone: 0800 3890398.

Pilot Transfer: Problems continue to be experienced not just because of defective equipment but also due to peculiarities of ship design or incompetent rigging. Modern warships are cause for particular concern since they are increasingly designed with no parallel mid-body. Consequently ladders rigged from the deck hang well clear of the ship's side. Since warship visits tend to be programmed well in advance pilots should confirm boarding arrangements with the Naval Liaison Officer in order to avoid possible delays when the vessel arrives off the port.

Ro/ro vessels and ferries are frequently

fitted with rubbing bands which are frequently placed at pilot boat deck level. This problem which has not been addressed by MSN 1716 can be very dangerous and is a frequent cause of damage to pilot cutters.

Pilot Boats: In the ongoing endeavours to increase enhance performance new designs of pilot cutter are increasingly being introduced. Unfortunately many of these new designs are revealing new problems and the committee have studied sea keeping problems with Halmatic's St. Nicholas class and an unacceptable time delay on engine clutch operation on the Scania engine.

Training & DETR Review: The TTC along with other pilots form part of the steering committee drawing up a set of Competence Standards for Marine Pilots, a project designed to dovetail with the DETR Marine Code. This document has been introduced at a late stage of the drafting of the Code and as such has involved intensive work by all involved. Regrettably because of the short time scale the document is not as complete as the committee would like.

Representatives of the TCC attended the UK Safety of Navigation Committee which in turn represented the UK at the IMO Sub-Committee on Safety of Navigation, 45th Session (NAV45) in September. Training and certification of marine pilots was an agenda item at NAV45 and it is understood that the IMO Sub Committee are taking a close interest in the DETR training initiatives.

The UK has a permanent representation at IMO and it seems that the MCA will represent all interested parties including pilots.

Bridge Controls: The committee has been asked to look at the use of bridge controls by pilots and recommendations on such use. Difficulties arise from situations where the pilot appears to have the con and the Master acknowledges his orders/advice but then operates the controls in a non compliant manner in effect rejecting the pilot's judgement.

In some circumstances pilots operate the bridge controls themselves, but this can only be done at the Master's invitation but obviously cannot be imposed as a condition of the act of pilotage. Some questions which arise from the pilot operating the controls are:

Is the pilot completely conversant with the functioning of the controls and any overload condition / failure which may occur if they are mishandled?

Does the control position restrict the view of the ship's immediate surroundings?

Does the operation of the bridge controls constitute a distraction from the main act of pilotage or vice-versa?

Because of the variables involved in this

matter the committee feels that it is unable to offer any specific recommendations but any pilot taking over the bridge controls should consider the above questions as part of their decision.

EMPA: There was a reduction in returns for the 1998 Safety Campaign but those returns received indicated a reduction in deficiencies. Simon Davey is now EMPA Vice President and he will be running the next EMPA safety Campaign. A good response from UK pilots is requested.

Miscellaneous Matters: Following Peter Russell's retirement there is a vacancy on the TTC and a new member is urgently sought. If you are interested in taking on the challenges of Technical & Training issues please contact John Brown.

Those of us who have been involved in committee work involving members with a wide geographical spread now use e-mails and file attachments as a first line of communication. This facility has been of extreme value in drawing up the DETR Code and the Competence Standards. For those of you not yet convinced this is a very efficient way of distributing lengthy documents amongst a large group of people and it also allows for very rapid feedback. However, would anyone who uses acronyms or abbreviations in their correspondence please spell out the less common references the first time that they are used!

BRIDGE WINDOWS

Further to Mark Stanford's photograph of the coaster transporting deck cargo which obliterated the view from the wheelhouse windows Norman McKinney sent me a copy of The Merchant Shipping (Navigation Bridge Visibility) regulation 1998 which addresses this situation and replaces the previous M notice 1264. Basically, for vessels built on or after 1st July 1998 of 45m or more in length, and where practicable for vessels built prior to that date the requirements are that the forward visibility from the conning position and to 10° either side of the bow shall not be obscured by more than 2 ships lengths or 500m whichever is less. This to apply in all conditions of draught trim and deck cargo. Horizontal blind sectors resulting from deck fittings, cargo etc shall not exceed 10°. The total arc of blind sectors shall not exceed 20°. There is a lot more detail especially for new buildings and since failure to comply is subject to a penalty and detention of the ship it is probably worthwhile getting hold of a copy of the Instrument.

Life saved on Mull

Alec Cooke (Manchester Pilot)

In 1998 myself and three others, Jeanette Craig, Paul Fairfield and Graham Davey had chartered a 38-foot yacht and the last evening of our charter, the 26th August, saw us anchored in the delightfully named Tinker's Hole on the south west corner of Mull.

We had dinner and then I got my usual wanderlust so I persuaded Graham and our only lady crew member Jeanette Craig to come for a walk. It was wild country with ferns intertwined with brambles up to our waists as we climbed upwards from the rocks at the water's edge. About 50 ft up it changed abruptly into moorland, with exposed rock and heather and not a living thing in sight. Graham was telling us about a beach on the other side of the island. It seems that the novelist Robert Louis Stevenson's father had built a lot of lighthouses on that coast and he was brought up nearby. He describes the bay in great detail in his book "Kidnapped". Its proper name is Erraid but generations of sailors call it Balfour's Beach after the book's hero David Balfour. As we climbed higher the beautiful day was fading but still the scenery took the breath away. Islands as far as the eye could see. It was all so calm and peaceful and there below us we could see most of Balfour's Beach, a crescent of amazing white sand with the sea gently lapping on its shore. Looking over my shoulder I could see what looked like the highest point of the island and suggested we went to the top. It seemed a suitable thing to do if for no other reason than it was there. It was only a short climb and it didn't materially affect the view. To this day I don't know why we did it but when we got to the top we sat down. It was getting dark and it was time to get back but we wasted a moment in eternity and with it we saved a life.

Just below us was a small ravine with a crest on the other side almost as high as the one we sat on. As we looked across it a woman's head was slowly emerging. Her face was very pale, framed by greying hair. Seeing us she didn't scream or lose control she just said, very precisely "Excuse me, do you think you could help me, I've just had a terrible accident". It was then that we noticed how tired and exhausted she looked. She was barefoot and bleeding from scratches to her arms and legs. We crossed over the ravine in double quick time. She was very cold and in a state of shock so we wrapped her in our thermal tops. Her name was Gillian Cox, her tale came tumbling out of

how she and her husband had been sailing around the rocks looking at the seals. She didn't know why but suddenly in the midst of a manoeuvre they had capsized and been thrown into the water. It had been a lovely day, no great wind or sea, no need to wear lifejackets they had thought. Her husband Keith had dived under the upturned hull and came up with a single buoyancy aid which he gave to Gillian. They climbed onto the hull and there they had huddled together for warmth. The land seemed to be getting further away as they drifted on the tide, suddenly the thought occurred to them that no one knew of their whereabouts. It was the end of the day and it would soon be dark, what if they drifted out to sea? It was just a little way to the shore so they decided to try and swim for it. But it was a fatal decision, the water temperature was only about 10°C. Gillian was a poor swimmer so she wore the lifejacket. They set off together with him encouraging her, however, it wasn't long before he was holding onto her shoulder and putting more and more weight on her, dragging her down. She asked him to let go which he did, she told me how after a few moments she heard a cry and turning round saw him lying face down in the water, she thought he may have suffered a heart attack. She swam on with the strength of desperation eventually reaching the rocks, knowing in her heart of hearts that he was dead but perhaps not wishing to believe it, she had to find help. I despatched Graham back to the boat to alert the coastguard, asked Jeanette to comfort her as much as she could and ran towards the coast to look for Keith. It only took a minute to realise that my journey was going to be futile, all around were sheer cliffs, which one had she climbed? We needed a helicopter, and with Gillian fading due to hypothermia, we needed it now. I needed to inject some urgency into the proceedings so I ran back to Gillian and Jeanette and asked Jeanette to keep Gillian talking and not let her go to sleep if possible. I ran as fast as I could down to the rocks overlooking Tinker's Hole and called down to Graham to send Paul ashore with a survival bag and a torch. Paul arrived quickly and told me that Graham was in contact with the coastguard who were sending help. Meanwhile a couple of other boats in the Hole were getting under way to see if they could find Keith. We climbed quickly back to Jeanette and Gillian who was complaining of the cold and shivering. After removing most of her damp clothing she



Paul Fairfield, Graham Davey and Jeanette Craig.

was wrapped in our thermals and put into the survival bag. Gillian's skin felt very cold and clammy, mindful of the survival courses I'd been on there was no doubt in my mind that she was in an advanced state of hypothermia. We had protected her from the wind but we needed to get some heat into her. The only available source of heat was body heat so Jeanette volunteered to climb into the survival bag as well. There is no doubt in my mind that the way she kept Gillian warm and comforted her for the next two hours is the prime reason why she is still with us today.

Looking about us Paul and I saw flashing blue lights up towards Fionnphort. Incredible! The Seventh Cavalry was coming to get us! We steadily flashed our torch to tell them where we were. For a moment I thought "How easy". Then we turned at the sound of rotor blades and just south east of us there was a helicopter flying towards us. We were ecstatic and began to flash our torch at the approaching helicopter but, horror of horrors, it wasn't stopping, it was flying towards Iona. Realising the futility of continuing to flash at a disappearing aircraft I turned back to the Police lights, only for Paul to tell me that they seemed to be going away from us back the way they had come, we couldn't believe it. They had to find us, so I told Paul and Jeanette that I was going back down to sort things out. I was really angry with myself as I had just remembered the hand-held emergency radio set on the boat, if only I had taken a little more time to think things through at the beginning, thought a bit harder, I might have remembered the damn thing. With it I could have communicated directly with the emergency services and delay could have been avoided, delay which could yet be critical to Gillian's survival, I tried not to dwell on the possible consequences of my forgetfulness.

The light by now had gone and it was very dark. Paul wanted me to take the torch but I declined, I didn't want the rescue services to turn up while I was gone and him not have the means to signal to them. Having fumbled my way in the dark I was soon over



Balfour's Beach.

Tinker's Hole and I tried to catch Graham's attention by shouting, but there was another boat alongside ours and its bloody engine was running, drowning out everything else. But I was in luck because a lady on another boat in the anchorage heard me and told my people that she thought she could hear someone calling. Suddenly there was stillness as the engine noise died away. I called down to Graham to send me the hand-held VHF set. An imperious voice replied "Stay where you are somebody is coming over to you now." In no time at all I was joined by a young coastguard called Stephen. We set off up the hill again, climbing very quickly, explaining the situation as we went. It was very soon apparent that the helicopter had been coincidental, it hadn't been scrambled for us at all and the police had been given a bum lead and were looking in the wrong place. It seemed that instead of being at the end of our rescue mission we were, in truth, only at the beginning. Arriving back at the top we found everyone in reasonable spirits but a bit fed up with the delay. Jeanette had done a great job of keeping Gillian going, she was talking and warming up a little but had been complaining about having cold hands, was there anything we could do? I suggested to Jeanette that she put Gillian's hands inside her shirt against her skin. Jeanette's head disappeared into the bag, something was said and there was a peal of girlish laughter. It was a lovely sound and it made me feel a whole lot better.

Meanwhile Stephen was talking on his handset to the imperious one who was asking if we could get the casualty down to the beach. It was agreed that it would be impossible considering the terrain and the lack of illumination. A helicopter casevac was definitely the best option if it could be arranged. Before we asked the pilot to land, however, we needed to be sure that it would be safe for him to attempt it. We lit the area with our torches and stomped around, driving our feet hard into the ground trying to find where it was most firm. We marked

it out in our minds and agreed that as Stephen had reflective strips on his coat he would mark one side of the landing area and I with a torch would mark the other, the intention being that the helicopter would land in between us. We passed this back to our imperious controller who informed the rescue services of our intentions. After what seemed an eternity the chopper came in and hovered directly overhead. Its landing lights came on trapping us like rabbits in their glare. Slowly it began to descend, the downdraught took the breath away, the air filled with the almost unbearable sound of its engines and flailing rotor blades. It seemed inches above my head now and still it hadn't touched down, I suddenly had this very uncomfortable notion, that if a wheel on my side landed on a sift bit and it tipped over it would only take a second for the hillside to be covered with sliced Alec. I had an incredibly strong desire to make myself smaller, and have to admit to slowly sinking to my knees trying to reduce the target that was me, hoping that all involved would be too busy to notice my odd behaviour. The air was warm with the heat of the engine and the sound of it pummelled the senses. At last the engine note seemed to change to what I guessed was idling speed, thank heavens for that, at last it was down, all that remained was to put Gillian into it. A huge surge of elation came over me only to find that the survival bag had been inflated by the downdraught and my ladies and Paul were in danger of being blown away. I jumped on top of it to keep the air out and waited for help which soon arrived. Unable to hear each other we communicated by sign language. We got Jeanette out of the bag and the four of us picked Gillian up and struggled with her to the aircraft, all the time being uncomfortably aware of the still turning rotor blades just above our heads. In a few moments we had bundled Gillian unceremoniously into the helicopter and the last we saw of her was in the care of a young lady crew member who was wrapping her in a thermal blanket. The

helicopter engines were straining and with a thunderous roar it pulled away into the night. We stood watching it go, the engine noise was dying away and suddenly there were the four of us standing alone on a Scottish hillside in Stygian blackness. We had done it! The sense of relief was immense. We turned and with our one remaining torch, in single file, wended our way down the hillside to our boat and bed.

The following morning we climbed the hill one last time to collect some equipment we had left behind. Looking around I noticed with interest that on landing the helicopter's port wheel had sunk into the soft peat some 6 inches, but on my side the starboard wheel had sunk in a good 18 inches!

Gillian is a most remarkably courageous lady, we found her in a spot so desolate that it does not even have sheep tracks. Placed in that context, considering the sequence of events that had formed the previous day and the coincidence of our meeting becomes quite incredible. There will be some who will see in it the hand of divine providence I am sure.

We were subsequently overjoyed to learn that Gillian had made a full recovery and we were all invited to the memorial service for Keith Cox in Oxford. I had never met him of course but I knew he was somebody special, his act in giving his buoyancy aid to Gillian was selfless. He was 65 years old and had just retired from Jesus College, Oxford where he was Vice-Principal, Senior Research Fellow and Garden Master. At the service and later at the celebration of his life that followed it was obvious that not only was he very highly regarded professionally but that, just as importantly, he was well-liked for himself. He appeared to be a man of honour and compassion who enjoyed his students, and they in their turn held him in esteem and affection. At the time of writing Keith Cox's body has not been recovered from the sea. He loved the West coast of Scotland and I think he would have been content for his mortal remains to lie there.

MARITIME COURSES

SHIP HANDLING COURSES

Cost effective training that develops skills and builds confidence in ship handling, within a safe environment.

Courses for Pilots, Masters and Officers run from March to November and can be specifically tailored to suit customer requirements.

The centre has a fleet of 6 scaled manned model ships up to 300,000 Dwt. including a state of the art twin screw vessel with thrusters and independent rudders.

Exercises take place on a sheltered 13 acre lake with many scaled miles of channels and more than 30 berths.

RADAR & VTS SIMULATION

Courses include:

- Automatic Radar Plotting Aids (ARPA)
- Radar/ARPA Updating
- High Speed Navigation Course
- Navigation Control Course
- Small Vessel Navigation Control Course
- ECDIS Operator Course
- Vessel Traffic Services Courses



WARSAH
MARITIME CENTRE
Professional Expertise & Innovation

EMERGENCY PROCEDURES

This course uses a ship simulator to provide mariners with the opportunity to deal with various emergencies and develop procedures to assist in the safe conduct of the vessel.

All courses can be tailored to meet individual customer requirements and accommodation can be arranged for officers attending courses.

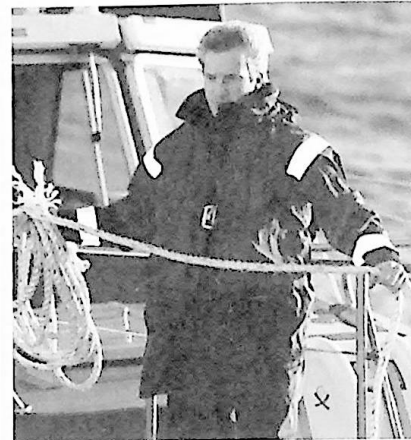
WARSAH MARITIME CENTRE
Newtown Road, Warsash, Southampton, SO31 9ZL
Tel: +44 (0)1489 576161 Fax: +44 (0)1489 573988
E-mail: wmc@solent.ac.uk
Web pages: <http://www.solent.ac.uk/wmc/>

FOR VOCATIONAL
TRAINING
RESEARCH AND
CONSULTANCY
REG. NO. 926387



DFC Marine Ltd

CE approved Viking Jackets to EN396
with inbuilt lifejackets for commercial use.

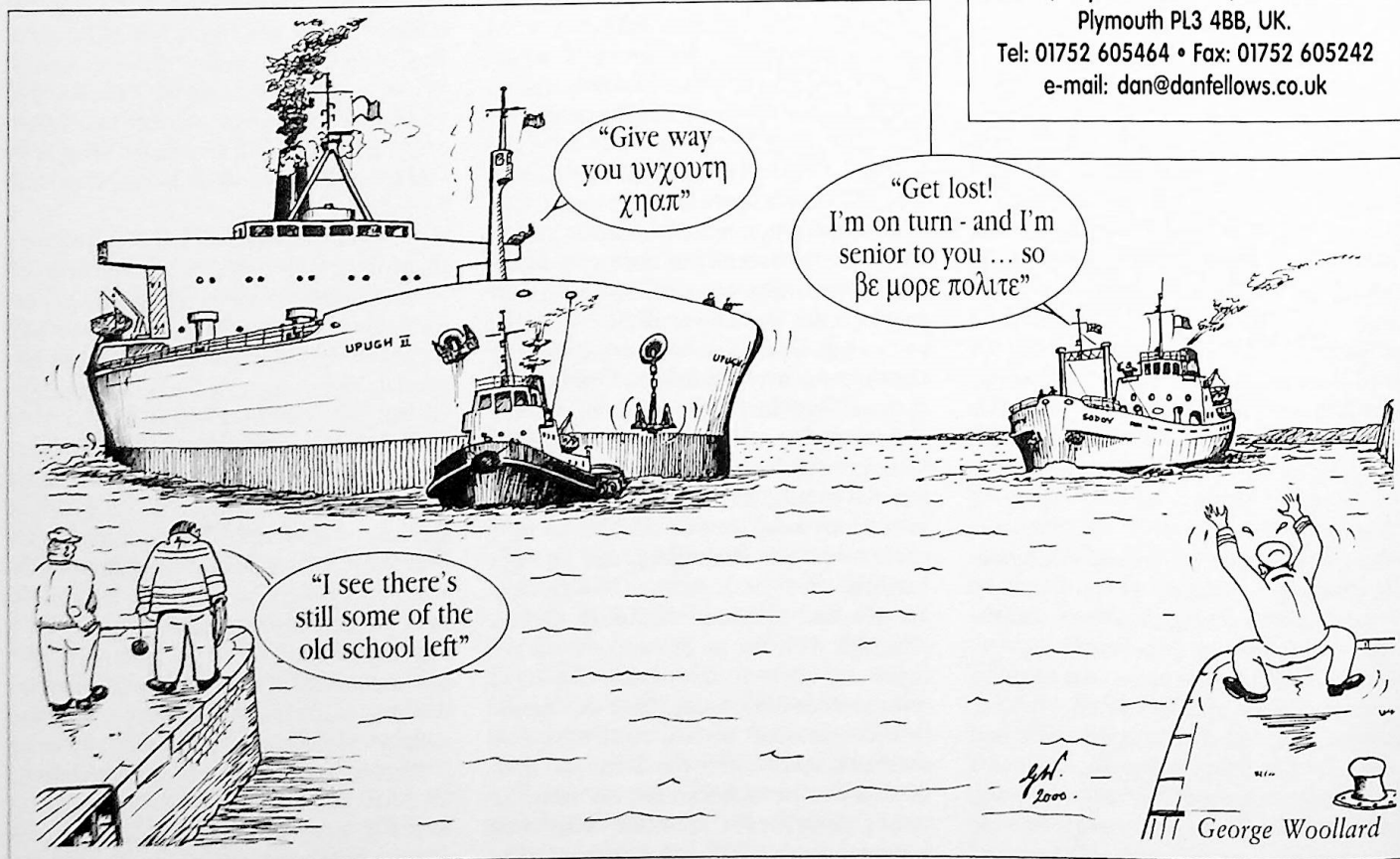


Designed with the advice of pilots
the Viking Jacket:

- ❖ provides security
- ❖ is guaranteed 100% waterproof
- ❖ many optional extras
- ❖ a complementary range of trousers, jackets and thermals
- ❖ all garments can be personalised with embroidery or screenprinting

For further information, contact:
DFC Marine Ltd.

Unit 27, City Business Park, Somerset Place
Plymouth PL3 4BB, UK.
Tel: 01752 605464 • Fax: 01752 605242
e-mail: dan@danfellows.co.uk



Coastlines

Berthing Rites!

The scene is the bridge of a modern Scandinavian tanker and as with most such tankers it benefited from a fully enclosed wheelhouse with duplicated manoeuvring consoles on each bridge wing. Prior to arrival we discussed the approach and the Master advised me that he would take over from me for the final berthing and mooring of the vessel. Upon approaching the berth with the speed reducing and the vessel angled nicely across the tide I was somewhat startled to observe the Master bend down and remove his shoes! Seeing the look of alarm on my face the Master offered me a

reassuring explanation. Apparently as a result of the minimum manning of the vessel it had been decided that in order to improve the efficiency of mooring the Master could assist the crew by operating some of the mooring winches from the bridge console. To assist him in this task video cameras could be focused on the drum in order that he may check the spooling of the ropes! Unfortunately the genius who had dreamt up such a plan had not actually attempted the operation and had placed the video monitors such that they could not be seen from the winch console!! Result? Yes, you guessed it. The hapless Master is now reduced to working the engine, thrusters and rudder balanced on one leg, simultaneously looking at the approach and a TV monitor whilst operating winches with his

foot!!! Needless to say my offer to handle the ship whilst he worked the mooring winches was gratefully accepted despite the fact that with the limited space behind the console we did appear to be rather intimate!

Bathtub Alert!

A recent distress in Denmark involved repeated Mayday alerts from the captain of a cargo ship in distress with 12 crew on board. After rescue services had spent 90 minutes searching in an area to the west of Bornholm, the Danish maritime rescue services eventually pinpointed the alert to a drunken Dane in his bath surrounded by toy boats!

PRIZE NAUTICAL CROSSWORD

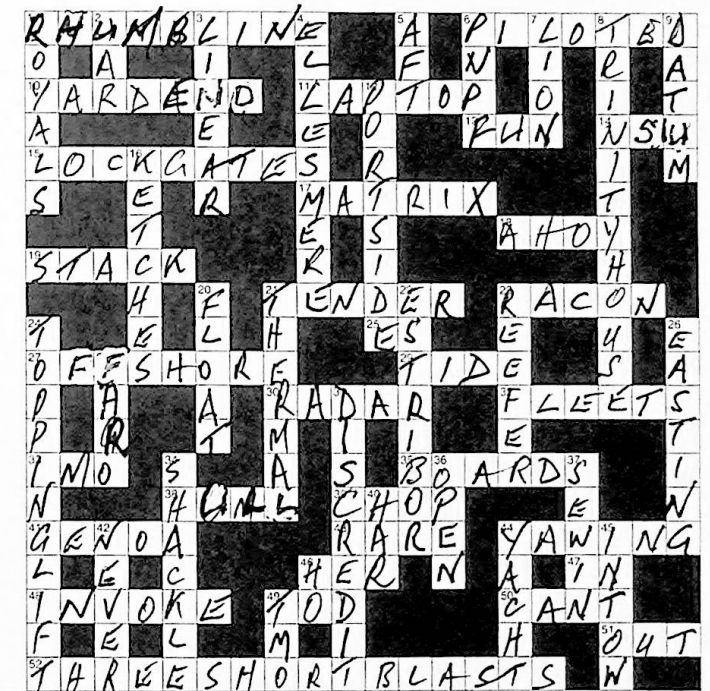
Panossim

Across

1. A strange form of navigation used mainly by "other pilots". (5,4)
6. Many readers will have done this. (7)
10. Extreme place to stand to trim 1 down. (4,3)
11. What the 21st Century pilot needs ... (3,3)
13. ... and what he may get with it. (3)
14. Jumbled abbreviation that stands up for seamen. (1,1,1)
15. Secure these openings in dock. (4,5)
17. Array of quantities and symbols used in 11 across (6)
18. Call attention - when all else fails (4)
19. The rocky danger off Wales's Holy Island. (5)
21. A sensitive auxiliary ship's boat. (6)
23. Provides a flash on the screen. (5)
25. 19th letter of the alphabet. (2)
27. Invest in the place a ship should stay. (8)
29. With time this waits for no man. (4)
30. Palindromic navigational aid. (5)
32. Famously gets lit up in port. (6)
33. Rules the International waves. (3)
35. Having climbed the pilot ladder. (6)
38. Port on which the ship relies! (4)
39. Meat for a short wave. (4)
41. Sail forward in Italy. (5)
43. Underdone 39 across? (4)
44. Side to side with a following sea. (6)
46. Ship's pronoun. (3)
47. Where the Duty Pilot likes you to be when he calls you. (2)
48. Do this to the engineer's help if late on your ETA! (6)
49. You're on this for your first pilotage act (slang). (3)
50. Ships do this when you go astern, but which way! (4)
51. Where you should not be regarding 47 across! (3)
52. Broadcasts a reverse. (5,5,6)

Down

1. Hornblower was always striking these before a blow. (6)
2. Middle eastern state (abbrev). (1,1,1)
3. Represented on a graph by a straight line. (6)
4. Mancunian harbour without the wine! (9)
5. The back end. (3)
6. For many pilots a lemon ably looks after the oldies. (1,1,1,1)
7. Sounds like this tufted-eared cat joins up in the hawse pipe. (4)
8. Deptford Stronds dwelling. (7,5)
9. Reduce the chart to a base line. (5)
12. The posh place to travel outwards. (4,4)

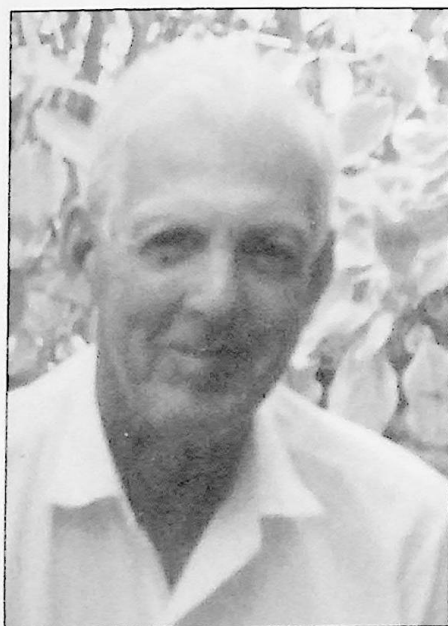


16. More than one craft with the wheel abaft the mizzen. (7)
20. Happy pilots do this above water, happy anglers prefer it below. (5)
21. Cold ones of these require special underwear. (7)
22. Spanish for "right hand down a bit". (8)
23. Fruit in this cold jacket. (6)
24. Derrick needs this to give him a start. (7,4)
26. What square-rigged sailors needed to reach the Orient. (7)
28. Old card game more famous as a port on the Iberian peninsula. (4)
31. What HM Government tried to do to pilotage in the 1980's. (9)
34. Screw up to a number of these when anchored. (7)
36. Let more out on the windlass? (4)
37. A first year Welsh sea-trout - stitched up? (5)
40. Scottish sea mist.. (3)
42. Never say this. (5)
44. Craft in mid-channel especially at weekends. (5)
45. With no engines? (2,3)
46. Where land was from the crow's nest. (2)
49. Logged alternative "To Pilot's Advice" when disembarked? (1,1,1)

Send your completed crossword to the Editor. Closing date 31st March 2000. All entries will go into a draw, a prize will be awarded to the first correct answer drawn. Answers will be printed in the April issue along with the name of the winner.

OBITUARIES

Eric Walter Jones



Eric, or "Wal", died in Queensland, Australia on the 5th October 1999 in his 81st year. Born in 1918 the son of a square-rigger Master whose seafaring career spanned nearly 60 years, Eric's first sea experience was a voyage to South America in his father's ship at the age of 14. He was tough, resourceful and hard-working throughout his life.

He joined the Liverpool Pilot Service in July 1936 and served his apprenticeship on the steam pilot cutters. In July 1939, Eric was awarded a Silver Medal and Certificate by the Liverpool Shipwreck and Humane Society for saving a woman from drowning in the Mersey. He obtained a 4th Class Pilot's Licence in February '43, followed by 3rd Class in August of that year, 2nd Class in September '45 and 1st Class in September '47.

He married at 23, whilst serving his time, and he and Dorothy were together for 57 years, having a daughter and two sons. Always adventurous, Eric had a go at subaqua, gliding, sailing and a variety of foreign holidays. As a pilot from 1943 to 1971 he handled all manner of vessels in and out of the Mersey and around the coast.

In July 1971 Eric retired from the service to emigrate with his wife and youngest son to Australia, where their daughter and family had settled to farming. Their eldest son was at Manchester University, and later in the aircraft industry in Canada. On their voyage to Australia they took with them a container of possessions and a motor car. At first they lived on a caravan site in Perth, until finding a house at Watermans Bay. After 14 years in Western Australia they

moved across the continent to Queensland in 1985, and resided first at Ashmore, then Noosa, then Nerang.

Eric studied for, and obtained, Australian Mates, Masters and Radio Certificates. He tried a variety of jobs including relief master of two ferries running between Perth and Rottnest Island. He and Dorothy annually drove across to Perth from Queensland - about a week's journey - towing a caravan. One year (when in his seventies) he returned from Perth via Northern Territory. They experienced "tropical headwinds and duststorms", even Eric said, "Never again!"

At around 70 years of age, he joined the Queensland Coastguard, a voluntary service, but requiring competence in radio, first aid etc., and the ability to instruct beginners in sail or motor craft. On one occasion at night, when he was alone on duty, he had to call out the Search and Rescue services to an offshore incident.

Eric survived a heart attack (after which the caravan was sold) and cancer of the larynx, the latter requiring six weeks of daily trips of 45 miles to Brisbane for treatment. After which he joined the Queensland Maritime Association and enjoyed meeting other working and retired seafarers, plus trips on the Museum's steam tug.

Sadly, Eric suffered a serious stroke early in July of this year, and after three months in hospital and nursing home he passed away on 5th October aged 80. He will be remembered with affection and admiration by his friends and shipmates.

We offer our condolences to Dorothy, and to Judith, Robin and Andrew and their families.

J Keir

James Fisher Jones

"Jimmy" to all his friends and colleagues, was born in January 1922 and christened James Fisher Jones, the name of his father and grandfather, both of whom were Liverpool Pilots. His grandfather was one of 18 pilots lost with apprentices and crew when No1 pilot boat was mined in 1918, and his father died in service in 1932.

During his school days in Wallasey, Jimmy was chosen to play football for Cheshire Schoolboys and to have trials with Everton Football Club. However, he preferred to follow in his father's footsteps, and after two years' deep sea with Blue Funnel Line he became an apprentice pilot in 1940. His first licence followed in 1945, before qualifying as First Class in 1950.



Jimmy was appointed appropriated pilot to Lykes Lines in 1965 and from 1971 to 1974 to Burmah Oil

After a time as Shoremaster Jimmy elected to return to the Rota List, but a road accident whilst travelling to the Point Lynas Station resulted in hospitalisation and eventual retirement in 1983, much to his disappointment.

Jimmy had married Brenda in 1946 who at the age of 35 contracted cancer, which she bravely endured until her death in 1997. Their son, Colin, born in 1952, also suffered a disablement, but the tenacity of his parents enabled the family to live a stable and contented life.

Although Jimmy took great pride in his garden, golf figured prominently in the leisure activities of Brenda and himself, and his talent won him trophies in both pilots' and club competitions.

In 1988, they both enjoyed a cruise on the Canberra to Australia, when he was able to revisit Sydney after 50 years. Their Golden Wedding was celebrated at the same hotel where they had spent their honeymoon, but sadly Brenda died the following year.

Afterwards Jimmy's health continued to decline until his death on October 16th.

In an exemplary career, Jimmy had lived up to the traditions of the Liverpool Pilot Service, being a loyal shipmate and friend, with a ready wit and a humorous turn of phrase.

A kind and considerate husband and father, he will be missed by many, but none more so than by his son, Colin Fisher.

Charles Megginson

Captain Eric Morant

Eric was licensed as a River Thames Pilot in July 1954 and retired at the end of June 1986 aged 65. He enjoyed his retirement, but had not been in the best of health for some time when he went into the Lion's Hospice, Northfleet on the 13th May and passed away in the early hours of 27th May.

He was a loyal supporter of the UKPA(M), the River Committee and when the River Thames Pilots' Society was formed in 1991 rarely missed the chance of attending the quarterly lunches. He even attended the lunch on 12th April as he "didn't want to let his colleagues down". All who attended the lunch will have vivid memories of Eric, with his walking stick, joking with everyone and especially with Mrs Bonnici, the Administrator of the St Thomas Dreadnought Section. She pulled his leg about a young fellow like him wanting a stick and suggesting that he should "put more water with it next time", then he wouldn't keep falling over.

Eric was a friend to everyone and never had a bad word to say about colleagues, friends or acquaintances. He was prepared to help at any time and was embarrassed if he was thanked - he was a good friend and an excellent colleague. Chalk Church, Gravesend, where the funeral service was

held on the 2nd June, was packed and so was Medway Crematorium Chapel afterwards, showing how much he had been respected and appreciated.

The Eulogy was given by the vicar and it surprised many people to find out the battle he had had to achieve his ambitions. Starting as a Barnado's boy, then to sea as a deckboy / bridge boy in Union Castle before the War and on to his becoming a River Pilot in 1954 was a story very few knew. He must have had many stories to tell but was always very reticent, particularly about the War years. Only after 30 odd years did we hear the story of his being sunk on the Marietta E in the Indian Ocean in 1943 when he was a young officer. The ship was in convoy DN21 when U-160 sank four ships and damaged two others.

Many did not know that he was also a qualified air pilot, only giving up that hobby when he had health problems. He was a member of the River Pilots' Cutter Committee, always ready to give a hand and well respected by the crews and other committee members.

He was a staunch family man and his children and grandchildren knew that he was always there to help or to have a shoulder to cry on. Eric will be sadly missed by his family and all his friends and colleagues.

DI MacMillan



Pensioners Deceased

August to October 1999

A Burton	Humber
MD Clarke-Wood	Liverpool
EW Jones	Liverpool
GCT Moodie	Bristol
RH Platts	Preston

UKPA(M) MOTOR INSURANCE

Motor Insurance for UKPA(M) members is available through the following brokerage, which is a subsidiary of Barnet Devanny (Scotland) Limited:

Scott Angus & Co,
2 High Street,
Errol,
Perthshire PH2 7QJ
Tel: 01821 642 668
Fax: 01821 642 833

Ask for Julia or Nicola

Outline of cover: Insurer - Cornhill;
Rates - Minimum of 10% off standard; Extra Cover - Will allow the car to be driven by any other pilot, comprehensive cover will apply Excluded Area - Teesside.

Please contact the brokers directly.

The following advertisement has been inserted by Recruitment Holdings. In a telephone conversation with the company they informed me that they get requests for pilots for short and long-term contracts. Obviously any such contracts cannot be verified by the UKPA(M) so it is the responsibility of any pilot interested in such work to check the contract on offer.

Make a Millennium Move!

Due to our continued growth within the marine industry sector, we invite applications from pilots to fulfil future position.

RECRUITMENT HOLDINGS LTD
The Cedars, Church Road,
Ashford, Kent, TN23 1RQ
Tel: 01233 658030
Fax: 01233 658035
e-mail ian@rhl.co.uk
www.rhl.co.uk

UKPA(M) HOLIDAY INSURANCE

DON'T FORGET!!

The UKPA(M) have negotiated the following competitive rates for Holiday insurance:

Single: £40.00 Winter sports: £60.00
Married: £59.75 Winter sports: £89.60
Family: £66.75 Winter sports: £99.90

At present cover is restricted to serving and retired pilots under the age of 65. Negotiations are currently taking place to extend cover for those over 65.

For an application form and latest information contact: Davina at Transport House.

UKPA(M) GOLF

Left to right:

- Mike Wilkinson (Humber)**
Hawkstow Cup
and Wilmslow Cup with
Ian Peterson (Forth)
missing from photo
- John Warburton (Humber)**
Manchester Salver
and Pilots' Cup
- Bill Fairbairn (Tees)**
Milford Cup
- Dougie Falconer**
(holding cup in place of Ian Peterson)



DISTRICT QUARTERLY REPORTS

TEES BAY

- Retirement:**
I Redman 16th October 1999
- Recruitments:**
SL Blake Licensed 21st Oct '99

MANCHESTER

- Retirements:**
JW Jarvis 31st October 1998
DW Hopkinson 2nd November 1998
J Cahill 25th December 1998
JG Taylor 31st August 1999
JF Davis 31st November 1999
- Recruitments:**
MH Morris 1/10/98 ex Belfast Freight Ferries
GJ Hutchinson 1/1/99 ex Caledonian MacBrayne ex Clyde Pilot
- VJ Hawkins 1/2/99 ex Durban Pilot
RW Garner 1/7/99 ex Celtic Tankers
- Deceased:**
WJ Maddocks December 1998? (Retired Pilot)

HUMBER

- Retirements:**
Mike Shipley 7th December 1999
Terry Palmer 29th December 1999
- Recruitments:**
John Slater Commenced training Nov 99
John Clark Authorised 12th Oct 1999
Shaun Richman Authorised 4th Nov 1999
Neville Dring Authorised 1st Dec 1999
- Deceased:**
Alec Burton (Retired Pilot)

MILFORD HAVEN

- Retirements:**
Bernard Glass 7th October 1999 (Ill health)
Brian Ball 2nd June 1999
- Recruitments:**
Ed Neal Authorised 15th Sept 1999
- New Trainee:**
Paul Pullin started tripping 22nd November 1999.
Paul has joined us from piloting in Dubai and on the Thames before that.

THE PILOT

Published by
United Kingdom Pilots' Association (Marine)
(A Section of the Transport & General Workers Union)
Transport House, 128 Theobald's Road, Holborn, London WC1X 8TN
Telephone: (020) 7611 2570/71 Fax: (020) 7611 2555
e-mail: ukpam@tgwu.org.uk

- President** Lord Tony Berkeley
- Past Presidents**
1884 - 1910 Commander George Cawley (Founder President)
1910 - 1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot)
1923 - 1925 The Hon JM Kentworthy, MP (Hull Central)
1925 - 1942 Lord Aspley, DSO, MC, MP (Bristol Central)
1946 - 1947 Admiral Lord Mountevans, KCB, DSO
1949 - 1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
1963 - 1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)
1977 - 1991 The Rt Hon The Lord Strathcona and Mount Royal
1991 - 1997 Lord Stanley Clinton-Davis
- Honorary vice-Presidents**
Messrs F Berry, OBE, DI McMillan, T Morgan, C Wilkin, OBE
- National Secretary**
G Stevenson 128 Theobald's Road, Holborn, London WC1X 8TN
- Chairman of the Section Committee**
NCE McKinney 8 Alt Min Avenue, Belfast, Northern Ireland BT8 6NJ (01232) 402302
- Secretary/Treasurer**
JH Burn 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS (01912) 573999
- Section Committee**
GA Topp 43 Mere Avenue, Raby Mere, Wirral CH63 0NE (0151) 3345634
A MacInnes 80 Coilledene Avenue, Joppa, Edinburgh EH 15 2LG (0131) 6695454
S Davey 194 Wivenhoe Road, Alresford, Nr. Colchester CO7 8AH (01206) 824899
G Mills 14 Elveley Drive, West Ella, North Humberside (01482) 655604
A Wymark "Hinakura", Greyfield Road, High Littleton, BS18 5XX (01761) 470601
LG Cate 35 Emcroft Cres, Westergate, Chichester, W Sussex PO20 6XL (01243) 544428
- Chairman, Technical & Training Committee**
J Brown Daniel's Head, Ardenconnel Way, Rhu, Dunbarton G84 8RZ (01436) 820033
- Auditors** - Hawdon Bell & Company, North Shields
- Editor of 'The Pilot'** - John Clandillon-Baker (01304) 613020
- Secretary** - Davina Connor 0171-828 7788
- PNPF** - Jan Lemon Tel: 0171278 3221 Fax: 0171 278 6911

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).

SeaSafe

SYSTEMS

Specialists in High Quality Marine Safety Wear and Equipment



SeaSafe



From Coat to Lifejacket in 0 - 5 Seconds

- FULLY INTEGRATED LIFEJACKET
- SELF & AUTOMATED INFLATION
- 100% WATERPROOF & BREATHABLE
- HIGH VISIBILITY TECHNOLOGY
- CE APPROVED / DTp ENDORSED

Fair Oak Cottage • Allington Lane • Fair Oak • Eastleigh • Hampshire • SO50 7DB • England
Shop & Factory: 24-26 Birmingham Road • Cowes • Isle of Wight • PO31 7BH • England

Tel: +44 (0)2380 692046 • Fax: +44 (0)2380 601975
Tel: +44 (0)1983 282388 • Fax: +44 (0)1983 282399

Website: www.seasafe.co.uk

United Kingdom Pilots' Association (Marine)

District	Name	Address and Telephone Number	
Aberdeen	PG Williams	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire	01224 597000 x 7113 (O)
Belfast	BJ Wilson	6 Bradford Heights, Carrickfergus, Co Antrim, N Ireland BT38 9EB	01960 362559 (H) 01232 553010 (O)
Berwick	P Blanch	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed, TD15 2AA	01289 307040
Boston	R Williamson	Boston Pilot's Association, Boston Dock, Boston, Lincs, PE21 6BN	01205 362114 (O)
Bridgwater	PH Lee	1 Grove Road, Burnham on Sea, Somerset, TA8 2HG	01278 782180 (H)
Bristol	The Secretary	Bristol Pilot Partnership, Haven Master's Building, Avonmouth Docks, Bristol, BS11 9AT	0117 9823081/9823884 Fax: 0117 9823884
Clyde	TJ Purse	10 Waterston Way, Lochwinnoch, Renfrewshire PA12 4EQ	01505 843186 (H)
Colchester	R H Mackman	201 Maldon Road, Colchester, Essex, CO1 12G	01206 548652 (H)
Coleraine	R Anderson Esq	10 Seafield Park, Portstewart, Londonderry, BT55 7JU	01265 833731 (H)
Cowes	R Jackson	Cowes Pilotage Authority, Harbour Office, Town Quay, Cowes, IoW, PO31 7AS	01983 293952
Cromarty Firth	WM Thomas	37 Saltburn, Invergordon, Ross-Shire, IV18 0JX	01349 853587 (H)
Crouch	P North	"Woodcock", 90 Braiswick, Colchester, CO4 5AY	01206 851526 (H)
Dover	Capt M Chatterton	Dover Harbour Board, Harbour House, Dover, Kent, CT17 9BU	01304 240400 ext 4523 (O)
Dundee	I Henderson esq	34 Lorne Crescent, Monifieth, Dundee DD5 4DZ	01382 533820 (H)
Europilots	Capt JD Robinson	53 West Ella Road, Kirkella, Hull, E. Yorkshire, HU10 7QL	01482 651069 (H)
Falmouth	Phil Bush	42 Old Well Gardens, Penryn, Cornwall, TR10 9LF	01326 377982
Forth	Capt N Walker	Redwells Manse, Redwells Rd, Kinglassie, Fife, KY5 0YH	01592 882 112 (H); Granton Pilot Station: 0131 552 1420
Fowey	C Wood	Woodpeckers, Cott Road, Lostwithiel, Cornwall, PL22 0EU	(Pilot Office) 01726 870291 Fax 01726 832826
Gloucester	WS Payne	39 Waterford Close, Thornbury, South Gloucestershire BS35 2HU	0374 226143 (Vodafone)
Haven Ports			
(Harwich)	RJ Wild	Linstead, Heath Road, Bradfield, Manningtree, Essex CO11 2XD	01255 870018 (H)
Heysham	Capt J Millross	'Fernleaf', Lancaster Road, Preesall, Poulton-Le-Fylde, Lancs, FY6 0ER	01524 51339 (O)
Humber	DFS Williams, UKPA(M) Secretary,	c/o Suite 11, Dunston House, Livingstone Rd, Hessle, E Yorkshire HU13 0EG	01482 627755 (O) Fax 01482 627766
Inverness	Capt K Maclean	"Corsten", 12 Beaufort Road, Inverness, IV2 3NP	01463 715715 (O)
Kings Lynn	JW Steward	Fir Trees, Lime Kiln Road, Gayton, Kings Lynn, PE32 1QT	01553 636431 (H)
Lerwick	N McLean	Kinnoull, Levenwick, Shetland, ZE2 9HZ	01950 422387
Liverpool	A Brand	Liverpool Pilotage Services Ltd, 4 Woodside Business Centre, Birkenhead, Merseyside, L41 1EH	0151 949 6811
Londonderry	DP McCann	(Foyle Pilots), Upper Road, Shrove, Greencastle, Co Donegal, Ireland	00 353 7781036 (H)
London	R Ward	5 Mulberry Close, Hempstead, Gillingham, Kent ME7 3J	01634 232263 (H)
Lowestoft	RD Mountney	85 Yarmouth Road, Lowestoft, Suffolk, NR32 4AE	01502 513428
Manchester	DH Jackson	"Ty Boncyn", 2 Bryn Nebo, Bwlchgwyn, Clwyd, LL11 5YB	0151 327 1233 (O) 01978 757987 (H)
Medway	D Lloyd	Medway Pilots Committee, Garrison Point, Sheerness Docks, Sheerness, Kent ME12 1RX	01795 662276 (Duty Pilot)
Milford Haven	W Allen	Crossways Cottage, Rosemary Lane, West Williamston, via Kilgetty, Pembs SA68 0TA	01646 651637 (H)
Montrose	Brian Watson	32 Grampian View, Ferryden, Montrose, Angus, DD10 9SX	01674 672302 (Port Authority)
Orkney	ET Moodie	Nyka-Tjorn, Linklater Drive, Kirkwall, Orkney, DW15 1SZ	01856 873523
Peterhead	ML Nevens	1 Clerkhill Cottages, Meethill Road, Peterhead, AB42 7JL	01779 474582 (H)
Plymouth	JE Higham	The Pilot Office, 2 The Barbican, Plymouth	01752 664818 (H)
Poole	MJ Clark	Pilot Boats (Poole), The Pilot Office, The Quay, Poole, Dorset, BH15 1HA	01202 666401 (O)
Portsmouth	P Fryer	21 Montserrat Road, Lee on the Solent, Hants PO13 9LT	02392 297395 (O)
Portland	Capt M Birch	Appletree Cottage, Mill Lane, Winterbourne Steepleton, DT2 9LG	
Scilly Isles	RJ Nicholls	Moyana, St Mary's, Isles of Scilly, Cornwall, TR21 0JY	01720 422066 Fax: 01720 422343
Shoreham	CFG Crookshank	The Pilotage Service, c/o Shoreham Port Authority, The Harbour Office, Albion St, Southwick, Brighton, BN42 4ED	01273 592366 (O)
Southampton	Capt P Lewis	West Creek, Woodside, Wootton Bridge, Ryde, Isle of Wight, PO33 4JW	01983 883143 (H)
Sullom Voe	J Leslie Esq	"Cliona", 4 Lovers Loan, Lerwick, Shetland	01595 695856 (H)
Sunderland	MP Brooks	78 The Generals Wood, Harraton Village, Washington, Tyne & Wear NE38 9BW	0191 567 2162 (O)
Swansea, inc			
Port Talbot	G Harris	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea, SA1 1QR	01656 662608 (H)
South East Wales	WP Barnes Esq	"Verber", Victoria Park Road, Cadoxton, Barry, South Glamorgan CF63 2JS	01446 742 637
Tees, inc			
Hartlepool	JW Wilson	Tees Bay Pilots Ltd, PO Box 72, Middlesborough, TS8 0FY	01642 485648 Fax: 01642 472991
Teignmouth	JC Whittaker	Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth, TQ14 9PR	0162677 6134 (H)
Tyne	JH Burn	44 Walton Avenue, North Shields, Tyne & Wear, NE29 9BS	0191 257 3999 (H); 0191 455 5656/7 (O)
Weymouth	PM Runyard	14 Netheriton Road, Weymouth, Dorset DT4 8SB	01305 773118
Whitehaven	CI Grant	2 Mayo Street, Cockermouth, CA13 0BY	01900 822631 (H)
Gt Yarmouth	Paul Haysom	9 The Street, Blundeston, Lowestoft, Suffolk, NR32 5AA	01502 731356 (H)