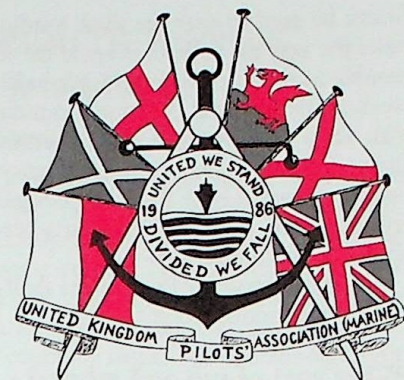


THE PILOT

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Editorial

Well! My thoughts on changing the name of the magazine seem to have generated a bit of a controversy. In an unprecedented response (2 letters, 2 e-mails and a phone call) to anything that I have written in the magazine so far the opinion is very strong that we should not sacrifice our title. Section Committee have, in their wisdom, decided that the matter should be settled by means of a Conference resolution. I agree entirely with the sentiments expressed by those pilots and that we should if possible maintain the name, but being a full-time pilot and part-time volunteer editor it is annoying to receive enquiries concerning flying. In addition to the misdirected phone calls my phone/fax was recently clogged up for nearly 45 minutes by 20 fax pages of the Rolls Royce Aero Divisions annual report! I am trying to establish which database has entered my details against the wrong publication and if I can put a stop to it prior to Conference I will not table a resolution. All the outrage has however given me cause to think that perhaps some pilots work themselves into a froth over fairly minor matters of principle but sometimes miss the larger picture. For example whilst looking back through the old pre-1988 Pilot magazines there was a danger that not just the title but the whole magazine was going to disappear. Only one pilot seemed concerned at this and as we all know John Godden saved it and transformed it from what I consider to have been a somewhat dull publication. Four years ago John wrote an editorial announcing his intention to retire as editor and sought a replacement to keep the magazine alive. I was the only one to express any interest. One final thought. In the January issue I drew attention to the report of British P&I insurers which used statistics to make what I considered to be unjustified criticisms against our profession. I wonder how many of those who contacted me about the title of the magazine wrote to the author of that report: Carl Lumbers?

John Clandillon-Baker
Canterbury Gate House, Ash Road
Sandwich, Kent CT13 9HZ
Tel: 01304 613020
E-Mail: jcb_pilot@talk21.com

ESCORT TOWAGE

Escort Towage is a relatively new concept of towage which involves a tug being in attendance of a ship during a certain phase of its transit in order that it may render immediate assistance in the event of any unplanned condition arising which may compromise the safety of the vessel or the environment. Generally such escorts are undertaken in areas particularly hazardous to navigation or through areas which are environmentally sensitive. It may also be employed if the passage passes other port installations such as chemical works, which may suffer catastrophic consequences in the event of a collision.

Definitions

There are two types of escort passive and active.

Passive escorting: is undertaken with the tug not made fast to the ship. This mode is less effective as a result of the need to connect up the tug should an emergency situation arise. The delay involved in such an operation at a time when key personnel on board will probably be involved in other tasks relating to the emergency could well render the presence of the escort tug a somewhat futile exercise! Generally passive escorting is only undertaken when active escorting is impractical i.e. when sea conditions preclude the tug from connecting to the ship.

Active escorting: the tug is made fast to the ship for the whole passage through the sensitive area. In this mode the tug is instantly available to render assistance without any intervention by the ship's crew.



Hopetoun, 125 tons bollard pull, the most powerful escort tug in the UK.

In This Issue

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It can be used to alter the ships heading or take the way off or both. Even if the tug is unable to remove all of the ship's headway sufficiently to avoid collision/grounding it can slow the situation down permitting more time to manage the emergency (In such a situation even a few seconds gained could make the difference between an incident and a disaster).

For the purposes of this article I shall deal solely with active escorting.

What sort of tug and where?

Any tug can be used for escort duties but some are of more value than others.

Conventional: These are generally of the least use for escort duties but in the USA, where escort tugs were introduced following the *Exxon Valdez* disaster, comprehensive trials have been undertaken which have produced some data which is of interest.

In three consecutive trials involving a large (7000 hp) twin screw tug made fast in 3 different locations on a 58,000 dwt vessel the following observations were made:

Conditions for all three tests: Wind 25kts on port bow. With a speed of 5kts on a steady heading with the rudder amidships the engines were stopped and the tug ordered to assist at full power.

Tug on port shoulder

This test is of particular interest since prior to the test the placement of the tug on the bow was considered by many American "experts" to be the optimum location. During the trials it was noted that the tug was unable to achieve an angle relative to the ship greater than 30°. Consequently much of the force vector was converted to a speed vector ahead rather than a turning vector with the result that the speed of the vessel increased to 5.6 kts! The maximum rate of turn achieved was 3°/minute but as the speed increased the vessel stopped swinging to starboard and started to swing

back to port. This is a very important finding which was contrary to expectations and the reason was not identified in the report that I read. No doubt those of you with intimate knowledge of pivot points and the movement of G will be able to explain it logically! Please let me know.

Tug on the starboard quarter

With the tug in this position under the same conditions a greater effect was achieved with a maximum rate of turn of 12 deg./min being generated.

Tug made fast bow to stern right on the transom

This was by far the most effective location and a rate of turn of 24°/min was achieved.

In the opinion of the author of the above report a conventional tug will only be effective if it is made up on the stern of the vessel and of course this may not be achievable in a seaway. Even in ideal conditions a conventional tug is of little effect at speeds greater than 5 knots other than to operate at full astern against the vessel.

Tractor Tugs:

These comprise of three main types.

Voith Schneider (VTR): These are propelled by a pair of vertically mounted cycloidal propellers rotating at a constant speed and the thrust can instantaneously be directed in any direction required.

Twin Azimuthing tractors or Z drive (ATR): These utilise twin steerable propulsion units situated forward which can be rotated through 360° thus providing omnidirectional thrust as required.

Azimuthing Stern drive (ASD): These are the same as the ATR except that the azimuth drive propellers are located aft.

These are again most effective when made fast on the stern. As a generality trials have shown that Azimuth tractors are most effective at taking the way off a ship and



Powered indirect method.

Voith's are most effective at turning the ship

Tug Size

This is always going to be a compromise but basically the tug has to be powerful enough to be effective in assisting the escorted ship in an emergency and large enough to operate in a seaway if it is to be made fast prior to the vessel entering sheltered waters. Since most ports cannot justify operating dedicated escort tugs then the tugs need to be also capable of manoeuvring the vessel for the berthing operation. The tug cannot be too big or powerful due to the limitations of the strength of the mooring bits on board ships. As will be explained later the forces generated during escort towage can be well in excess of the bollard pull of the tug.

What can the escort tug do?

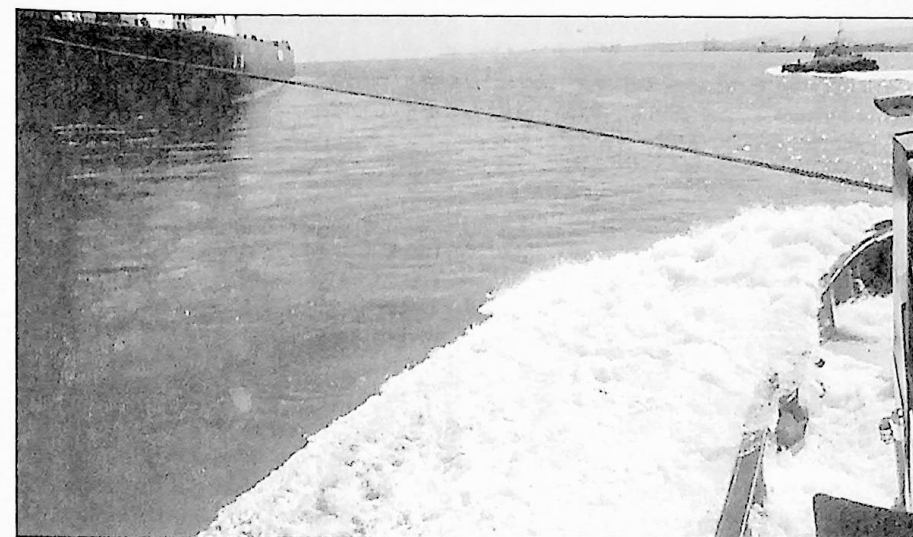
As one author puts it very neatly. "The escort tug is a risk reducer not a risk eliminator".

Basically the aim is to minimise the effects of a collision or grounding and the escort tug can therefore be used in two ways. It can either cant the ship's head away from the danger (indirect) or use full power against the direction of the ship (direct) to slow the ship down. The canting manoeuvre will of course also result in a reduction of speed and there are two ways of achieving the cant, depending on the initial speed of the ship, namely passive indirect or powered indirect.

Passive Indirect: (speed > 7 kts) The escort tug is on a long line attached to the stern of the ship and without using its own engines is being towed along by the ship. To cant the ship the tug is pointed to about 30° in the direction in which the force is required. This will cause the tug to slew out onto the quarter like a water skier. When the tug is at an angle of about 45° to the stern the forces will stabilise and by maintaining the angle of 30° from the ship's fore and aft line the pressure of water on the hull and skeg of the tug will generate a force on the towline greater than the bollard pull of the tug if the initial speed is over 7 kts. At 10 kts. trials have shown that the force on the tow-rope can be 2-3 times the rated bollard pull of the tug.

Powered indirect: (speeds of less than 7 kts) The tug now uses its own power to perform the above manoeuvre. By careful control of the tug it is possible to get the tug at 90° to the ship. As with the passive indirect method the bollard pull of the tug will be exceeded in this position and all the force will be transformed into turning moment. Trials in the USA have shown this to be achievable very rapidly and the most effective way of steering a disabled ship with headway.

Direct: In this mode the tug lies directly



Danger! Deck edge submersion could lead to a capsiz.

astern and uses its power against the ship either to assist in taking the way off a ship or to provide emergency astern power in the event of ship failure. The tug can also be used for limited steering assistance although, the higher the speed, the less effective this steering capability becomes.

Transverse arrest: This can be achieved by some designs of azimuth drive tugs which can rotate their twin drives in opposite directions to direct the flow outwards to 90° to the hull. Trials in the USA have shown that the wall of water generated by this manoeuvre can achieve forces 1.5 times the rated bollard pull although some manufacturers claim higher figures.

What can be achieved by all this?

We have already ascertained that escort towage is all about reducing risk and the main way that an escort tug will achieve this is by reducing kinetic energy. For those of you (like myself) who have forgotten their school physics lessons once an object is in motion it possesses energy dependent on its mass and its velocity. This energy is called kinetic energy. The effectiveness of an escort tug in reducing the risk becomes clear when one looks at the formula for kinetic energy:

$$KE = \text{mass} \times \text{velocity}^2 \text{ (squared)}$$

As a practical example if you have a tanker of 100,000 dwt moving at 10 kts:

$$KE = 100,000 \times 100 = 10,000,000$$

Even if in an emergency the escort tug can only manage to reduce the speed by 3 kts prior to impact:

$$KE = 100,000 \times 49 = 4,900,000$$

LESS THAN HALF!

Dangers

Reading the various reports it soon becomes apparent that the escort tug is probably going to be operating outside its design parameters if it needs to be used in an emergency situation. The indirect towing method is probably the most hazardous since the forces generated mean that the

towing equipment is operating at its maximum design limits. The USA trials have also revealed that during this manoeuvre the heeling moments placed upon certain tug designs result in near deck edge submersion and thus potential capsiz if the tug master fails to adjust the "angle of attack" of the tug to the water flow to ease the force. Finally, the majority of ships have not been designed to accommodate the forces associated with escort towage and there is therefore a real danger of the towing bits being pulled out of the deck.

Training

As a result of the potential dangers involved training for tug masters, pilots and ships' crews is of paramount importance. Unfortunately, the following UKPA(M) survey on escort towage reveals that only 3 out of the 8 districts utilising active escort towage have provided any training to pilots.

Conclusions

Escort towage has been proven to be effective in reducing the kinetic energy of a ship in an emergency. The escort tug is most effective made fast aft.

The transit speed should be in accordance with the maximum towing forces of the tug's equipment and ship's towing bits.

Speed of response of pilots, tug masters and crew are of paramount importance should an emergency arise.

The pilot and tug master should have discussed the appropriate manoeuvre to be undertaken in an emergency when the escort commences. Once agreed the plans should be discussed with the master in order that he may brief his crew.

Tug masters and pilots should be specially trained in the various techniques. The latest generation of simulators can provide such training although in the USA real life trials have revealed that actual on-board tests have revealed vastly different results to computer simulations.

UKPA(M) TTC Report on UK Escort Towage.

Collated by: John Brown

12 UK ports use escort towage. 8 use active towage (only these used for following statistics). 58% use ET for both loaded and ballast condition. The majority only use ET for oil & gas tankers but 1 district escorts bulk carriers and another includes 120k. dwt container ships. 7 use tractor tugs right aft. 1 (canal transit) uses 2 conventional tugs (1 fwd and 1 aft).

SPEEDS 2 @ < 6 kts
4 @ 6-8 kts
2 @ 9-10 kts
Max. speed reported 11kts

Establishment of max. speed:

5 = experience of tug limitations
0 = calculation of effective towing forces
2 = simulation trials
3 = full scale trials.

Length of escorted passages : 3 - 25 miles

Sea conditions:

Difficulties with sea heights >1.5m.

Shipboard Equipment:

Information re. SWL bits / fairleads: Not generally available to pilots. 2 districts reported failures of shipboard equipment. 1 district reported ships specifically adapted for ET.

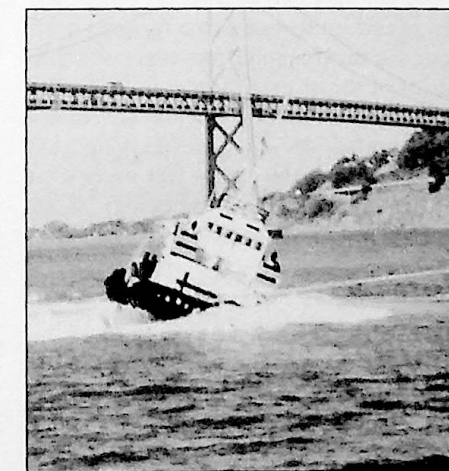
Training of pilots & tug masters.

Only 3 districts (37%) had received training. In these both simulation and sea trials had been used

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JCB



Escort towage can result in tugs operating outside design parameters!

TECHNICAL & TRAINING

The National Technical Committee of the UKPA was inaugurated in November 1970, at 20 Peel Street, London. Almost thirty years later, in April 2000, the Technical and Training Committee of the UKPA(M) will meet as their successors for the 50th time.

Thirty years ago, the chairman of the newly inaugurated Technical Committee, Mr RH Farrands of London North Channel, was urging his members to attend the forthcoming Institute of Navigation meetings on Wheelhouse and Bridge Design. This meeting was taking place at a time when the bridge of a general cargo ship might have contained the wheel and telemotor gear, a binnacle, a gyro repeater, an engine telegraph, a docking telegraph, a single radar set and not much else. Much of this equipment appeared to have been bolted to the deck in the position where it happened to be unpacked by the shipyard technicians. Today, this traditional approach to wheelhouse ergonomics is not entirely dead.

However, many modern ships have ergonomically efficient bridges, which group the instruments, radio equipment and controls where they can both be seen and reached, without having to move too often from the comfort of one of a pair of large, built-for-the-purpose chairs. The provision of two chairs acknowledges the concept of a bridge team, of which the pilot is, from time to time, a part. The view around the horizon from these control positions is often very good. In sharp contrast, I recall that in the ships of my youth, the pilot's chair, a massive timber construction, was officially out of bounds for the watch keeping officer and was released from its lashings by the chartroom door only for particularly insistent, elderly or infirm pilots, some of whom qualified for a seat on all three counts. A potentially hernia inducing struggle to reposition the chair for maximum effectiveness was then the lot of the nearest cadet.

Modern control systems are easily incorporated into good bridge design but sometimes lack the "what you see is what you get" appeal of older technology. In the good old days, when the pilot called for an

engine movement, both the order and the acknowledgement were plainly indicated on the telegraph. This is still the case in most large vessels, but smaller ships are a different matter. Here the interface between pilot and ship's propulsion is often a tiny pitch lever barely visible under the hand of the person operating it. The result of this technical development is that engine power can be more flexibly selected, but that one component of the feedback system is no longer working for the pilot. The result of a specific engine order may be different from one moment to the next, if the person at the controls decides that it should be so. In my experience, this type of non-compliance is rarely communicated directly to the pilot and generally takes place within short time frames at fairly critical stages of a manoeuvre. Selective acceptance of the pilot's manoeuvring orders or advice is made easier as a direct consequence of one man operated bridge controls and can lead to a situation where neither the pilot or the master is quite sure who is going to call the next shot. I feel that ship handling standards have deteriorated as a result and that pilots are having to develop a whole new range of man management skills to get the job done safely. It is probably not appropriate for the Technical and Training Committee to encourage nostalgia for the past, so we must find ways of working with present day realities and accept that future progress seems to depend mainly on the provisions of the Port Marine Safety Code. However, pre-agreement on who does what and when with the controls requires a certain amount of optimism in circumstances where even basic forms of communication often prove to be difficult.

Returning to the minutes of that first meeting, I learn that the use of helicopters by pilots was regarded as "inevitable" and that to gain experience and confidence in winching operations, lighthouse reliefs would provide Trinity House pilots with suitable training opportunities. Well, the helicopters are still here - rather less used in the UK than our predecessors might have imagined - but the lighthouse reliefs and Trinity House pilots have faded into history, along with so much else of our recent maritime experience.

It is interesting to see that other items of current interest to pilots were being debated by the Technical Committee thirty years ago - standards for pilot ladders, remote pilotage, doppler speed of approach systems and so on. I would predict that, regardless of the pace of technological change, the agenda for the 100th meeting will contain many items which might well be on the agenda for the 50th.

Chairman, Technical & Training
John Brown
E-Mail: 2jdb@msn.com

AIS TRANSPONDERS

Most of you will be aware that IMO have approved specifications for transponders and that the carriage of such equipment will be included in forthcoming SOLAS regulations.

On 27th March I attended a 1 day seminar hosted by the Royal Institute of Navigation and the Nautical Institute at which experts were on hand to explain the principles and detail. The seminar generated many questions which in my opinion did not receive adequate answers. This equipment is to be phased in for all SOLAS vessels between 2002 and 2008. The seminar revealed that the testing process has not yet been completed, the equipment is not currently compatible with any marine radar and trials have only been undertaken in a few locations none of which have included more than 10 vessels. Questions pertaining to the overloading of VHF frequencies if all ships are using this equipment were not in my opinion answered satisfactorily. It would appear that the driving force is being provided mainly by VTS shore operators and it probably comes as no surprise that one of the claims for the equipment is that it will provide a platform for "remote pilotage"!

There are several of these seminars planned around the country. I strongly recommend that pilots make sure that they attend and make a contribution to the debate.

PORT MARINE SAFETY CODE

The DETR have now published the above code. All pilots should ensure that they have access to a copy and study its contents. The importance of this Code cannot be over emphasised in as much as it lays down specific guidelines for both pilots and HAs. The DETR have stressed that the Code is to be an on-going project which will be amended in the future as circumstances/experience dictate. It should not be ignored! Copies £10 from DETR Publications, Unit 21, Goldthorpe Ind. Estate, Goldthorpe, Rotherham S63 9BL.

PENSIONS NEWS

The winter is now behind us, and so is this year's Budget. There were few surprises and little to affect pensions this time.

THE BUDGET 2000

Although not directly connected to pensions, another savings vehicle, (ISAs) Individual Savings Accounts, had a small boost, as the subscription limit will remain at £7,000 for the next fiscal year. It is still below the overall limit of £9,000 on the old Personal Equity Plans (PEPs) though.

In most cases, many of the Fund's pilots, pensioners and widows are likely to gain little as a result of the abolition of the married couple's allowance and mortgage tax relief, balanced by increased relief for lower income families with young children.

National Insurance contributions

Self-employed pilots' National Insurance contributions (NICs) will alter from April 2000. Weekly Class 2 NICs will reduce from £6.55 to £2.00 whilst Class 4 NICs will become payable on profits between £84 and £535 per week at the increased rate of 7%.

Income tax - rates and bands

Income tax bands and thresholds have risen in line with inflation and the basic rate has fallen from 23% to 22% as announced by the Chancellor last year. This also means that the tax charge on the repayment of surplus AVCs will reduce by 1% (to 32% for basic rate taxpayers). The majority of pilots pay income tax at the higher rate and therefore the Inland Revenue will seek a further 18% on any refunded AVCs, in due course.

The bands and rates of taxable income for the year 2000/2001 are: -

Starting rate	10%	£0	-	£1,520
Basic rate	22%	£1,521	-	£28,400
Higher rate	40%		over	£28,400

The starting rate of 10% will now apply to savings income as well as earned income and will apply retrospectively, from 6 April 1999, but higher rate taxpayers will continue to pay additional tax as at present.

Income tax - allowances

The tax allowances have been increased in line with inflation and are as follows (with 1999/2000 shown in brackets).

Personal allowance (under age 65)	£4,385	(£4,335)
Personal allowance (aged 65 - 74)	£5,790	(£5,720)
Personal allowance (over age 74)	£6,050	(£5,980)
Married couple's allowance (age 65 - 74)*	£5,185	(£5,125)
Married couple's allowance * (age 74+)	£5,225	(£5,195)

*Relief is restricted to 10% and only available where at least one of the partners is aged 65 or over on 5 April 2000.

Capital gains and inheritance tax

The capital gains tax threshold has been increased by £100 to £7,200 and the inheritance tax threshold has been raised by £3,000 to £234,000.

Stamp duty

Stamp duty on property transfers of more than £250,000 has been increased by _% to 3% and to 4% on properties of more than £500,000.

Earnings cap

The earnings cap for pilots who joined the Fund after 31 May 1989 has been raised to £91,800.

For pensioners and widows

For the Fund's pensioners and widows, the basic state pension increases by the vast amount of 75p per week from April 2000 and cold weather payments will be raised from £100 to £150 next winter.

Those aged 75 and over will not have to pay for a television licence after November 2000 (a measure announced by the Chancellor in his autumn 1999 statement but not implemented until a year later).

A.V.C. Scheme

Equitable Life Guaranteed annuity rates

If you are a member of the Fund's A.V.C. Scheme you will probably be aware of Equitable Life's approach to the courts for a ruling on the Society's attitude to guaranteed annuity rates. The courts found in favour of the Society but, on appeal, two out of three judges disagreed with the original ruling. The matter will now go to the House of Lords on 12 June 2000.

Equitable Life and the Internet

If you would like to learn more about the judgements, or about Equitable Life in

general then why not visit the Society's website at www.equitable.co.uk. Alternatively you could check out the A.V.C. internet site to find out about the funds that you could use to invest your additional voluntary contributions, at

With profit current bonus rate

Equitable Life has very recently declared its latest bonus rate for A.V.C. with-profits investments. It is 12%, up from 10% last year.

ANNUAL BENEFIT STATEMENTS

By now all current pilots should have received their annual benefit statements. Please let us know if you have not received your statement.

ADDRESS / MARITAL STATUS CHANGES

Sending out the annual benefit statements usually shows up those members who have moved house and have forgotten to tell us. You might have told your port, but you need to tell us too, PLEASE.

Similarly, if your marital status should change, either for reasons of divorce, or (re) marriage, do please let us know. We'll send you a new Expression of Wish form to complete if you want to do so.

We wish you a fine summer.

Jan Lemon

Retirements

FMW Bartlett	Manchester	Dec '99
DH Bernard	Manchester	Dec '99
JF Davis	Manchester	Dec '99
L Hill	Tees	Jan '00
RJ Hopkins	Taw & Torridge	Dec '99
J Johnston	Tees	Jan '00
GH Kitchen	Manchester	Dec '99
PJ Langdon	Falmouth	Nov '99
ML Nevens	Peterhead	Nov '99
TA Palmer	Humber - Trent	Dec '99
DW Pounder	Humber	Dec '99
WC Rickards	Bristol	Nov '99
PJD Russell	London - Cinque	Nov '99
JMM Shipley	Humber - Trent	Dec '99
RA Silsbury	Southampton	Dec '99
BMJ Sparkes	Southampton	Dec '99
SE Vowles	Bristol	Jan '00
PR Williamson	London - Cinque	Dec '99

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.

Get me to the church on time, please Captain?

Dave Raddings from the Humber sent in this lively account of being overcarried. For Paul Stone the other pilot on board the miseries of overcarriage were enhanced by the fact that he had to get home for his wedding! This is the first time that we have featured a wedding in The Pilot and we wish Paul & Lynne every happiness.



Lynne and Paul Stone. Safely together despite the temptations of the Night Whisper!

Head down outward bound on a 14kt-er sailing from IBT sounds quite a good prospect, even at 0100 on a Friday. Shortly after boarding Bachelor Paul Stone, called uncle Bob with our departure plans, only to be told the cutter was off station and disembarkation was not an option.

"But the ship is off to Narvik ... 3 1/2 days away ... and I'm getting married next week.

We wondered if it was a Pilot Manager's plot to confirm the theory of the earth's shape, but why was he picking on us at this time of day to prove it!!

As we cleared the Point End, clutching our passports and sunglasses the ship lurched as a howling squall with torrential rain struck the ship. Suddenly Narvik didn't seem such a bad idea after all!

At 0300 passing the Humber, bouncing our way into the a northerly gale 8/9, doing a mere 10kts, I set the ship on course for the Norwegian coast. By 0430 as the ship bounced itself into the inky blackness of the North Sea, Paul, the "Soon to be Super Groom", and myself found ourselves looking through the bridge windows waiting for something to happen. Would we still be standing here looking out the windows in 3 1/2 days time or would a bed be found before then?

The Captain informed us that the only accommodation available was in 'Cell Block H', the Hospital which contained 2 cots. We decided it was best not to complain. Shortly afterwards we descended with the gaoler to the freezing hospital. Picking straws for the best cot was not an option, we just crashed!

Awaking late in the morning I made my way to the bridge, to find the Filipino 3rd mate tending his duties. The weather was still bad and the ship was only making the 10kts. Over a cup of coffee the mate informed me that he and the crew had just joined in Immingham. By now Paul had arrived, and he was beginning to show PMT, Pre Matrimonial Tension, when he saw the dismal progress.

Would he ever get to church on time? With no sign of an end to the gales it was time to take action. It was cheer-up time! "What's for lunch?"

On a holiday cruise of a lifetime one expects to dine with the Captain, and so that is what we did! Lunch was Greek style:

soup, cold meat, salad, anchovies, feta cheese all on separate plates. By the time we got around to the main course, the meat was only tepid. Paul couldn't handle the salad (loads of olive oil, but no Heinz Salad Cream).

In conversation over lunch Paul asked about separate rooms. Yes, the owners cabin was free. Ahh success! (Good chap Paul, didn't try to pull rank over me either!). Next: reading matter. What was going to stop us from going insane during the next few days? Were we going to be fighting over the Reed's Nautical Almanac. The Chief Mate had a look around and eventually found a few books, they were some 30 years old, but at least they were English!

In the owners cabin I found a fridge with a 6 pack of coke and 3 beers. What glee! As Paul doesn't drink tea or coffee he was in raptures.

During Saturday the weather moderated and the ship at last got up to sea speed.

We arrived off the Pilot Station at 0945 (dawn!) Monday and Narvik itself was another 5hrs away at the top end of the fjord. I popped up to the bridge about 1100 to see the splendid view, yet even then it still seemed like dawn! Very little snow about, only on the mountain tops at this time. They were quite spectacular but without snow, very grey and oppressive.

Nogbad the Bad, the Norwegian agent, came on board about 1500 and told us of the plans for returning. There were no flights back to the UK before Tuesday. He offered a hotel for the night, but we both declined. However, after he left, we realised our folly! We were definitely insane!!

The following morning we said our tepid goodbyes to the Captain. On the run back to the quay in the water taxi I looked down

the fjord and saw the next Bulker arriving and so with some professional satisfaction I thought, at least we hadn't delayed and lost our ship it's berthing slot.

It was a 1 1/2hr coach journey around the fjords to the airport and in the eerie light of the morning we realised that we had missed the midnight sun by 6 months. The bleakness of the landscape was oppressive with no spruce trees for greenness, only lifeless silver birch, and the fullness of winter was yet to come. The lakes were all frozen over and no farm animals anywhere, just houses clinging to the mountain sides. Most houses seemed to have their lights on and in a quaint fashion they even had lights hanging against their window panes. The sun remained hidden behind or below the mountains, never to be seen. It's a long, long winter in Lapland!

Narvik airport was super modern and we handed our tickets to a jovial check-in clerk. "Have you any baggage, sir". "No we're Travellin' Light," says Paul. Was he humming that Cliff Richard's song, or was he just humming!?

At last! Boarding passes in our hands for the 3 inter connecting flights back; Narvik to Oslo; Oslo to Copenhagen; Copenhagen to Manchester; No problemo!

We proceeded immediately to Gate 27, for boarding. Gate 27? How come a little Airport like this has got a Gate 27? We eventually boarded down the one and only ramp at the airport (Gate 27 my arse!). Our troubles over, we relaxed to enjoy a 1hr 45min flight to Oslo, glad to be leaving the place before the onset of winter!

"Would you like lunch?" Oh, Yes please. Wonderful but AHH! Cold this, cold that, or cold the other" Smorgasbord! Cold food, I think we've been here before somehow!

As the plane approached Oslo airport, revving engines up and down like a formula 1 driver, a jerking motion as if he was riding the clutch, we descended towards the ground. Was that the check-in clerk driving this thing? By the way, where's the ground? Bump, bump ... full reverse thrust!! We were there! A dense fog landing, brilliant! Snow everywhere, brilliant! Winter brilliant! Brilliant, brilliant!!

Looking at the TV screens searching for the flight number and boarding gate (1027 perhaps!) but no, it wasn't advertised. Look over there. Is that a blond haired Norwegian lady busily working behind her information desk? Is she wearing a round shiny helmet with horns sticking out and a animal skin suit with a Helga name tag, stuck to it, or am I imagining things? Yes you are, but it is the SAS desk.

Hello, we're looking for the flight to Copenhagen?

In typical Scandinavian, phlegmatic style, and in the same breath, "Oh? Sorry sir, that flight has been fog bound ve are diverting you to another flight there's one leaving for Stockholm in 10mins which ve would like you to catch if ve hurry your paper work."

With no explanation as to why one can leave for Stockholm in dense fog but not to Copenhagen, we rushed through the paper work. Another plane, another country, so what. We're going east, instead of west, so what. Who cares, it's not Moscow, after all!

Paper work done we dashed down a lovely Norwegian Wood concourse to pick the plane up at Gate 38. We made it, we were on board, we were flying to Stockholm. Phew!! "Would you like a cold Danish salami sandwich, sir?"

At Stockholm airport there was some minor paper work to sort out. We were not expected for the flight from Stockholm to Manchester, but with the aid of a computer the relevant details were found. We were duly booked in for the Viking Flying Longboat to Manchester.. Whoopee !!

Before take off the plane went over to the defrost park to be steam cleaned, a tad bit unnerving if you hadn't experienced it before, which I hadn't. The thought that all the gadgets could be frozen in the wings and might impede the flight wasn't very reassuring. At last, the final take off. I remember distinctly Paul saying, and I will surely never forget, "Isn't it great to be going back to Old Blighty".

Just one more cold snack before arriving back to Old Blighty!

Upon arrival at Manchester Airport it was bliss, no passport control, no baggage claim, no customs, and, not so bad Nogbad had been in touch with Carlboms who had sent his trusty stage-coach to whisk us off back... to the shack on Albert Dock!

Back home with a welcome of which the Prodigal Son would only dream and the thought of, "back to Old Blighty" echoing

in my ears, I ate a deliciously HOT meal ... Brilliant!! And yes! Paul made it to the church on time.

MV *Night Whisper* call sign C6PG9. DWT 172,000ton . Gt 88,840. LOA 300mts Bm 50mts Spd 14.0kts 10m Dft.

Date: from 18/11/99 to 23/11/99.

Pilots David Raddings and Paul Stone

Seems to me like just an excuse to visit Santa's Grotto! - Ed.

DON'T FORGET

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10th MAY 2000

TRANSPORT HOUSE

THEOBALD'S ROAD, LONDON

For further information contact:

Davina: 0207 611 2571



George Woollard

Captain George Stronach, GC

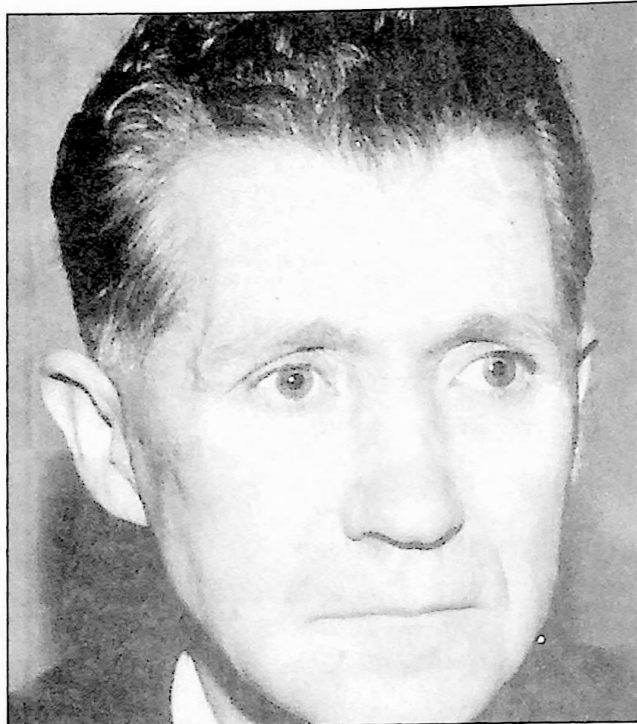
On 12th December 1999, former Clyde Pilot Captain George P Stronach, holder of the George Cross and Lloyds Medal, died at the age of 85 years.

The outstanding heroism of George Stronach, Chief Officer of the *Ocean Voyager*, a British military storeship bombed in Tripoli harbour in 1943, for which he was awarded the George Cross, "equals any in the annals of the Merchant Navy for great and unselfish heroism and determination in the face of overwhelming odds", according to the citation.

The *Ocean Voyager* was anchored outside Tripoli harbour discharging her cargo of 3000 tons of aviation spirit, 2500 tons of high explosive ammunition, and military stores for the 8th Army into small vessels. Without warning German bombers attacked the harbour and several direct hits were scored on the *Ocean Voyager*. One attacking aircraft crashed in flames alongside, the ship was enveloped in flames and the bridge collapsed into No 2 hold where the ammunition caught fire.

Chief Officer Stronach was knocked unconscious but recovered to find that the ammunition, which comprised nearly half the cargo, was exploding and sending tracer bullets flying in all directions. The official account relates: "Many of the crew had got safely away, but 15 were trapped forward. Chief Officer Stronach led these men through the exploding ammunition to where a boat lay alongside and saw them safely into it. He then went to the boat deck, lowered another boat unaided and secured it alongside. By that time the ship was a blazing inferno and although the heat was intense, Mr Stronach made his way towards the officers' accommodation to look for survivors. With him he dragged a fire hose which he had coupled up. There was only a trickle of water coming through it, but he held it over his head and so kept himself sufficiently wet to protect himself from the worst of the flames.

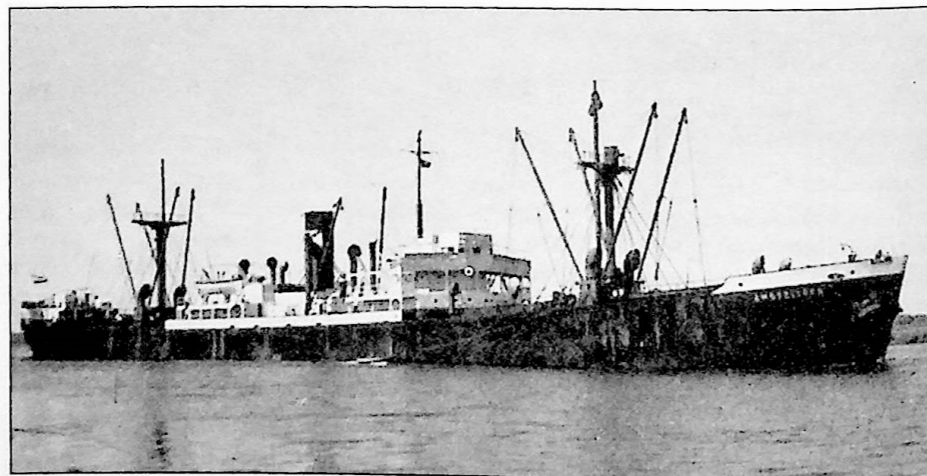
"Mr Stronach climbed into the collapsed accommodation with great difficulty and found the Second Officer in the bathroom, badly burned and bleeding. He pulled this officer clear and dragged him along the deck to the boat he had already lowered. He then returned to the accommodation but found it impossible to regain access as the alleyway had collapsed and the bulkheads were white hot. He looked through a crack and saw that someone had become jammed in a porthole in an effort to escape. It proved



"Mr Stronach decided to carry out one more inspection of the ship for survivors. As he went aft he saw that No 3 hold was burning fiercely, and as 500 tons of 1000lb bombs was stowed there, he decided to abandon ship. Just then he found a greaser, who had collapsed from shock, lying on the deck. Mr Stronach told the second engineer to go down the lifeboat ladder, hanging over the ship's side, and sit on the bottom step where he would be clear of shrapnel. He took off the greaser's boots, put a life-jacket on him, and lowered him down to a raft. Stronach then dived overboard and swam to the raft, used his hands to paddle it to a lighter from which he took a piece of wood to use as a paddle, then paddled the raft back to the ship and took off the second engineer. They then picked up the greaser and the three were picked up by a

naval launch." They had been on the blazing ship for an hour and 20 minutes. She blew up soon after and burned for three weeks. Eight months later the announcement that Chief Officer Stronach had been awarded the George Cross was unusually accompanied by a published account of his actions, such was their exceptional nature. He was one of the few people to hold both the George Cross and the Lloyds Gallantry Medal.

He was born on December 4th 1914 in Portgordon on the Moray coast, where his father was the blacksmith, one of seven children. He had a fine tenor voice and took



Ocean Victory (as the Amstelveen), sister ship to Ocean Voyager.

ss Ocean Voyager
7174grt, length 425ft x 57ft x 34.8ft. 3-cylinder steam reciprocating engine. Built September 1942 by Todd California S.B. Corporation California for Ministry of War Transport and placed under Hogarth Management.

first prize at many music festivals in the North-east. He left school at 14 to join the Merchant Navy and began as a deck boy on the *Albion Star* in 1932. He worked his way up through the ranks, gaining his Master's Certificate in 1942, and joined the *Ocean Voyager*, belonging to the Glasgow firm of H Hogarth and Sons, as chief officer.

After recovery from a back injury sustained on the *Ocean Voyager*, George Stronach briefly resumed his Merchant Navy career, before being appointed as a pilot by the Clyde Pilotage Authority, becoming one of the Blue Funnel choice pilots on the river and Pilot Master in 1968 until his retirement in 1979. He was elected a member of the Honourable Company in 1973.

He was a scoutmaster in Gourock and one of the few holders of the Gilwell certificate for scouting. He was also a keen beekeeper with colonies at his home in Acharacle until he had to move into a nursing home.

He was regularly asked to represent the Merchant Navy at wreath-laying ceremonies and also to meet the Queen and other members of the royal family, and could hold his own in all ranks of society despite being a naturally shy man. His gentle manner made him a much-loved resident in the nursing home where he spent his later years.

A devoted husband and loving father and grandfather, he was predeceased by his wife, Marion, and their son, Norman, and is survived by his daughter, Mairi.

"The Herald" (Glasgow) 21.12.1999
Submitted by Bob Pollok, Clyde Pilot (Retd)

I have been unable to find out the author of this obituary. If anyone knows of the author please could they contact me. Ed.



Ocean Voyager at anchor off Tripoli, 1943.

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.

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- ECDIS Operator Course
- Vessel Traffic Services Courses

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.

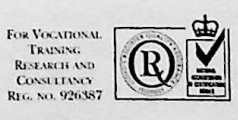
All courses can be tailored to meet individual customer requirements and accommodation can be arranged for officers attending courses.



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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.

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OBITUARIES

David Hanmer Bernard



Born on 6 July 1938 and living virtually all his life on the Wirral peninsula, David was imbued with the sea and things nautical from a very early age, being only a short bus ride from the bustling port of Liverpool. Having started his secondary education at Leasowe Grammar School, the lure of the sea became too strong and he transferred to HMS Conway Merchant Navy Training School, at that time situated on the Menai Straits in North Wales. There he learned the mysteries of sailing under canvas, and no doubt gained an appreciation of that idyllic part of the world which was to draw him back often in later life, particularly when he owned his own sailing boat.

Bibby Line were the beneficiaries of David's Conway training, both as Apprentice and 3rd Mate, until he joined the Manchester Ship Canal Helmsmen's Service on 6 May 1960, to start his long apprenticeship for the Manchester Pilot Service. In October 1974 he achieved a 2nd Class Pilot's License, going on to gain his 1st Class License in October 1976, and he continued to serve with great distinction until his retirement due to failing health in December 1999. David's approach to his piloting, as to all aspects of his life, seemed to be guided by the maxim that 'the impossible can be done at once, but miracles may take longer'. For several years in the late 1970s and early 1980s David was 'Appropriated Pilot' to one of the biggest ships ever to navigate the Ship Canal to Manchester. His forthright approach to life stood him in good stead

when he 'squeezed' her into the locks with barely 9 inches on either side and only some 20 feet either end. The phrase "When the Mate forward shouts 'go astern', and the 2nd Mate aft shouts 'go ahead', the ship should be just about in position!" may well have been coined for him.

David married the love of his life Marie in 1975. Both were keen sports people and could often be seen playing competitive tennis or golf, and later enjoyed sailing together when weather and work permitted. Sadly David was diagnosed with cancer in 1998, and Marie with exactly the same disease in 1999. Both faced their illnesses with amazing courage and fortitude, but lost their respective battles, in Marie's case in December 1999 and in David's case on January 21st 2000. They will be sorely missed by all who knew them, none more so than son Richard and daughter Sally. David's cheery "I don't need tugs with that one!" will ensure his memory remains green among Manchester Pilots old and new.

Dave Jackson

John Hunt

John Hunt, a former Cinque Ports Pilot and, since 1988, a Port of London Pilot, died on 4 December last at the age of 65.

Born at Dunstable on 1 April 1934 John left the Dunstable Grammar School to join the HMS Worcester at Greenhithe in 1949. He then served with the Royal Mail Line from 1951 to 1959 and joined the Sugar Line in 1960. Rapid promotion saw him as Master in 1963 at the age of 29, a position he held until he joined the Cinque Ports Pilots in 1967.

Known for his affable nature and good humour John served the pilot service with distinction. Interested in the changing affairs of pilotage in the 1980s, John took up the post of Secretary to the Cinque Ports Pilots at a time when our every waking hour was used to fight the attacks on our profession. He spent hours of his free time processing hundreds of letters and reports concerning the dozens of meetings we all attended. His efforts ended prematurely when he suffered a warning heart attack in 1984 whilst officiating at a General Meeting. An unsung hero of the "back room boys", John served his colleagues well.

A smoker, and perhaps not as fit as he should be, John heeded the warning, stopped smoking and took up walking. To start with, whenever possible, he walked 5



miles every day, increasing over the years to 20 miles or more. He was well known to many who shared his passion in and around Deal in Kent. To those he spoke to but did not know his name he was "The Walker of Deal". His other passion was to travel, he and his wife Christine travelled the globe in the days before the holiday industry persuaded many others to do the same thing.

John sadly had to retire early with respiratory problems in 1997. His death was a shock and he is sorely missed by Christine and his children, Michael and Debbie, and his granddaughter Rebecca.

John Godden

Pensioners Deceased

November 1999 to January 2000

FG Ball	Medway
DH Bernard	Manchester
J Hunt	London (Cinque)
JF Jones	Liverpool
H Littler	Liverpool
J Raddings	Humber
HRH Rose	Isle of Wight
WH Siddle	London (Chunnel)
NR Sinclair	Forth
GR Stephenson	London (Harwich)

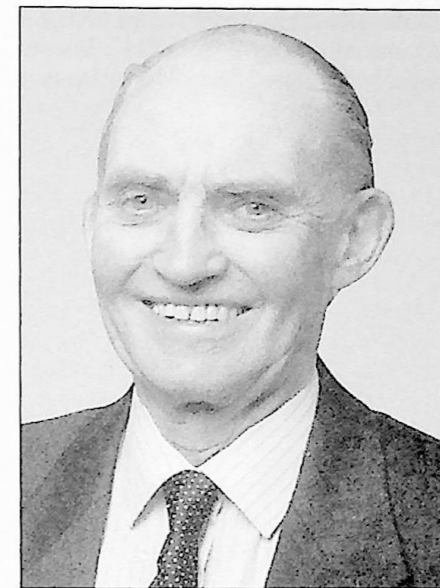
OBITUARIES

Ronald Stone

It is with deep regret that we have to report the death of Ron Stone, the Senior Pilot of the original London Cinque Ports Station at Dover.

Ron was born in February 1924 and went to sea from school in the spring of 1940 with the Athel Line. At the age of 16 he was pitchforked into the heat of the maritime battle of World War II with the famous tanker company that lost such a high proportion of its men and ships. Ron led a charmed life, promoted on three occasions and having to change ships, only to hear that his previous ships had been torpedoed and sunk with heavy loss of life. The war over, unscathed and by now Chief Officer, Ron joined the Cinque Ports Pilots in 1953 when he and his wife Greta moved to Dover.

The Stone family, four daughters and a son, soon integrated into their adopted town, a staunch catholic family they were pillars of their church. Ron was a life-long active Rotarian and the Treasurer of the



Athel Line Association, engaged in the planning of our new Arboretum and active in keeping the proud traditions of the sea and pilotage remembered.

Ron thoroughly enjoyed his 35 years

as a Cinque Ports Pilot, retiring in 1988 when the Pilotage Act changed everything. Always smiling, always full of fun, every day was different, and for him and his family every day enjoyable. Ron's daughter Susan died two years ago and Greta Stone suffered chronic ill-health in her last years, zealously looked after by Ron. She died one year before Ron who devoted himself to her and to their children and grandchildren.

In January Ron had visited his offspring but failed to telephone his safe arrival home. A worried family asked a colleague to check on him. He was found peacefully sitting in front of his computer. He was aged nearly 76. At his funeral the massive church was filled to overflowing with those wishing to pay their best respects, a tribute that a modest, smiling, Ron would have appreciated.

His daughters Eileen, who lives in Australia, Gaye and Pauline, his son Peter, and his eleven grandchildren, will miss him awfully. As will we all.

John Godden

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.

UKPA(M) HOLIDAY INSURANCE

DON'T FORGET!!

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

Single: £40 p.a.
Married: £59.75 p.a.
Family: £66.75

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.



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e-mail: dan@danfellows.co.uk

LETTERS

Dear Sir

Having recently retired from the Manchester Pilot Service after 40 years can I use the good offices of *The Pilot* magazine to express my appreciation for the comradeship shown by my fellow Pilots and the Manchester Harbour Authority.

Manchester Pilots have enjoyed a very friendly association with their Harbour Master, staff and tug crews for many years and we have worked like a well-oiled machine.

In retirement, it is now my wish to thank those who, without doubt, are the finest body of professional men I have been so proud to be associated with.

JF Davis, Manchester Pilot (Retd)

Annual Travel Insurance

Working pilots and retired pilots up to the age of 65 can take advantage of Barnet Devanney's UKPA(M) Holiday Travel Insurance excellent rates arranged by Alex MacInnes. This leaves a large number of us "oldies", ie those former pilots retired and over 65 who, in theory, should have more time to make use of travel insurance but who are, as in most things, at a disadvantage. Some insurance companies simply refuse to consider the retired, some load their premiums to excess and even SAGA demand their pound of elderly flesh. Because of this I have tried to get some idea of the rates pertaining to Senior Citizens, or as the French delicately put it "de troisieme age".

Drew Smith of Barnet Devanney has come up with a scheme offered by the company which looks after the working pilot. I cannot set down here a complete list of the Terms and Conditions, the main ones are a Multi Trip cover for periods up to 31 days - but with no possible extension - no winter sports cover but everything else comparable to the younger traveller. Annual rates for 65 - 70 year old retired members are: Single £80; Member and Spouse £119.50. For 71 - 75 year old members: Single £120; Member and Spouse £179.25. There is an excess of £30 per claim.

I know of two alternatives although I realise there must be others. Bradford & Bingley provides a similar cover for periods up to 31 days but includes winter sports, has slightly better delayed departure rates, no excess payable per claim and, importantly, only charges £5 excess for the over 70s provided you are fit and only £10 excess as long as any medical condition is non life-threatening. Rates for single people are about £80 and for "1+1" about £112. There

are discounts of up to 20% for no claims bonuses.

Secondly MCIA of St Neots will insure members and spouse/partner and up to three children for Multi Trips up to 42 days, including winter sports, to the age of 70, for £59 annually. Over 70 it is £147. Insured medical expenses are £1m, the other insurers quote £5m, otherwise the cover is again comparable, with an excess of £25 per claim.

Bradford & Bingley point out that if your possessions are insured with your house contents insurance away from home you have no need of extra cover under travel insurance.

I have details of these insurances, have no commission or connection with any of them, nor any guarantee as to how good they are. My interest is purely *anno domini* and the liking to travel cheaply! Motorised wheelchair insurance will be highlighted in about ten years time, hopefully. You may telephone Barnet Devanney Ltd on 0141 249 9914, Bradford & Bingley on 0800 435642 and MCIA on 01480 218273.

John Godden

Dear Sir

As ever I read *The Pilot* with interest, particularly your editorial. I would like to comment on two points.

I have to say I totally disagree with the proposed change of title to the "Marine Pilot". Pilots have over 4,500 years of written history, and the title "Pilot" has etymological roots of great meaning and significance, tied to the sea. The UKPA, later UKPA(M) is itself older than the aeroplane.

The reason why those who flew aeroplanes became known as 'pilots' is a mere coincidence and accident of history. What is more, they have always been happy to be known as 'air force pilots' or 'air line pilots' leaving the pure form to us, the originals. I have always used the chance to take the opportunity, if some ignoramus mistakes us for the other mob, to educate him, not to fob him off as a bit of an inconvenience, but to send him on his way a little bit older and a fair bit wiser.

The subtitle of the magazine explains the subject well enough. IMPA have the "International Pilot". Our title has been copied by many services in other countries. You have the original. Don't lose it. Long live *The Pilot*.

The second, and only other point that I would like to raise stems from your column three, line seven. "The role of the pilot will remain unchanged". I could not agree more, at least in principle. Over the years, those who pontificate about our profession have maintained that shipmasters, armed with

electronic equipment and VTS would make the pilot redundant.

On the other hand, I have always said that smaller crews would make the pilot more and more essential.

I think that at last I am being proved right. My vision is that a ship will drop the pilot in, say, Capetown, will trundle up the Atlantic with an automatic navigator and collision avoidance device, manned by a maintenance crew of about half a dozen.

Upon arrival at the Greenwich Buoy a helicopter will put two or three pilots on board who will take the ship and berth in, say, Hamburg. Having discharged in Hamburg, the outward Elbe pilot and two London pilots will bring the ship to Tilbury, and so on until the last pilot is taken off by helicopter at the Greenwich Buoy.

I do not believe that the current structure, with pilots employed by the various Port Authorities will be able to cope with such flexible thinking and reorganisation. Pilots need to be able to engage in flexible and nimble thinking, and in order to be ready for this, the pilot should really consider reverting to self-employment.

Of course all this, if it happens, will do so some time after I retire and so it is not really my place to pronounce upon it, but those with real engagement in the future of our calling should consider these options and be prepared for them before they lose the room to manoeuvre.

I mentioned earlier that pilots have 4,500 years of written history. We have lasted as long because we have always adapted, from oar power to sail, to steam, to electronic aids and VTS. The future is just more adaptation.

I am in possession of a biography of Commander George Cawley, the amazing thing is that the problems facing pilots over a hundred years ago and at least until recently are so similar. Conference speeches of that time would be well-recognised today.

Tony Boddy, London Pilot

HELP WANTED

I have received a request from a model maker who specialises in authentic plans for modellers. He is currently drawing up plans for the Trinity House pilot cutters *Brook* and *Gurnard*.

The information required concerns details of items such as bridge wing shelters, davits, winches etc. If you think that you may be able to help, please contact:

Mr. James Pottinger,
1 Jesmond Circle
Bridge-of-Don
ADERDEEN AB22 8WX
Tel: 01224 825550

Memories of John Raddings 1910 ~ 1999

By David Raddings

Part 1: Holidays and Hobbies

Shortly after submitting his lively account of being overcarried to Narvik, David contacted me with the sad news of his father's death. David felt that he wanted to write more than just a standard obituary for his father and has provided me with a lively biography of life with John. I feel that he must have been an extraordinary man. Ed.

My mother being Cornish, our summer holidays were nearly always with Gran at Mt Charles in St Austell. Driving like Sterling Moss in his grey Morris Oxford the 400 mile journey would take up to 12 hours, a major part of the journey down the Fosse Way as far as Exeter.

Before setting out on a journey like this, he would thoroughly service the car, which would include, brakes and grease nipples, plugs, timing, the usual stuff!

We would set off early with a car full to the brim with the trappings of holiday travel and bounced and careered down those long and winding roads at breakneck speed with thoughts of a long hot summer holiday uppermost on our minds. As we dashed between fields on the Fosse Way it was like doing the RAC Rally, although at every 2nd or 3rd field we would screech to a halt, get out the car and open a gate. Yes, the Fosse Way was a gated road in those days! Although the road had asphalt, it was no wider than a track and opening gates all added to the fun. Every year my father would try to make it faster than the last. Amazingly, he did: 11hrs 15mins, 10hrs 35mins, 10hrs and so on, until eventually the M-way practically went from door to door and he got down to below 7hrs. How my mother stood it I will never know, but then the Cornish are very phlegmatic. Wonderful holidays for us kids though! We would arrive at Gran's tired, but always safe and sound, a summer of her very own clotted cream, home made Cornish pasties and endless days of play ahead. Usually "Dad" would just sleep the night then set off back to that Pilot job thing. Pilot holidays and school holidays rarely seemed to coincide in those days, besides he would probably have something earmarked for while we were away, usually DIY.

Working in his garage/workshop complete with dirty boiler suit and oily flat cap both he and the garage resembled Wesley in a scene from "Last of the Summer Wine" (with the exception the garage was not painted green). Here he would decoke the cylinder head, change and re-bed intake/exhaust valves and practically anything else



John Raddings relaxing!

you could think of. He had even dug a work pit, enabling him to replace clutches, exhaust pipes etc.

Later on he owned a metallic gold Ford Cortina 1600E. Wow! Black leather upholstery, varnished wood dash, dials and more dials, in fact all the gismos on the console you could want, simply the best car he ever had without a doubt. With it's Lotus Suspension it stuck to the roads and corners like impact adhesive and by golly did he test it to it's full capacity!

On one occasion, taking us out for a Bank Holiday jaunt on the North York Moors we were just leisurely driving through Thornton Dale, a very picturesque village between Scarborough and Pickering, when the engine started to rattle. Fearful he would damage the super high compression engine he pulled into a stop at the roadside in the centre of the village. Day trippers in abundance, but not a mechanic to be seen anywhere, he lifts the bonnet, has a listen to his precious engine and decides something has dropped into the cylinder head via one of the twin carburettors. Whatever the offending object might be, it was being bashed and rattled about as the pistons turned over. Scratch head and thinks. Takes a walk to the boot where he extracts, wait for it, why the definitive "Ford Workshop Manual" of course! With his canvas bag of tools, he returns to the open bonnet. Laying his tools out and consulting the manual, he starts to work removing air filter and carb etc. and then onto the nitty-gritty, the cylinder head.

As the Sunday strollers in their sun hats

inquisitively passed by he carried on removing: nuts and bolts, cam followers, guiders and whatever, carefully and meticulously categorising all the parts. Eventually with the engine completely stripped down, the diagnosis was confirmed, the offending screw or nut removed, he began to rebuild the engine. Cylinder head back on, nuts tightened down to the correct torque. He always carried a torque spanner (don't we all?). Timing reset relative to top dead centre, replaced plugs, carb and filter, turned the key in the ignition... brrrrrum... the engine started and ran like a sewing machine once again! Nothing left but to clean up, pack up, have an ice cream and back home for tea, a late tea in this instant!

He had many other skills, along with the usual, painting, decorating and gardening. Clockwork fascinated him, clocks of all descriptions, shapes and sizes from all around the neighbourhood, would be completely stripped and repaired; sometimes left to lay on the dining room table for weeks, whilst he found out what was the problem.

Woodwork had been learnt over many years. The first instant I can recall was just after the war, with everything scarce or on ration he managed to bring home dunnage. From this he made us toys. We were delighted in those dark days. Among the more practical things he built during this period were a green house, garage and, long before conservatories became the rage, a brick, timber and glass veranda, which in turn led to his highly regarded skills being utilised to build a scout hall. This building took a number of years to build, as he and other volunteers worked on the "HQ", as it was known. His commitment to the project was recognised when he was awarded the National Scout Gold Medal for voluntary workers in the scouting field, a medal to which he was immensely proud.

His skills were those of a craftsman and he would say a piece of wood, no matter how dirty or gnarled, once trimmed, cut and planned would be as good and pleasing to the eye as new. He proved the point on more than one occasion being able to fashion the most beautiful furniture, complete with perfect joints, rounded off with an immaculate French polish finish.

With that in mind, one of his tales on the river was about arriving at a dock. As jetties were wooden, landing a vessel meant the

Continued overleaf

jetty would generally, creek, screech, sing, or groan as the timbers took the strain. However, if a ship landed over enthusiastically the top deck planking or walkway would ripple like the keys on a piano and generally the ship would be gently repelled in the direction from whence it came with just embarrassed red faces all around.

One day arriving on an approach jetty of a dock my father looked down onto the jetty to see Fred, the local shipwright, knocking the last wooden nails into a repaired jetty. "How's it going, Fred", he shouted down to him. "Not bad, John", came back a proud reply, "but I should be finished today and because this is the last job in the books, I'm worried that I'll be laid off by Friday". My father tried a little sympathetic reassurance and told him not to worry something would turn up. A week or so passed and my Father came back to the same dock and the same jetty to look down over the side again to see Fred and his mate with a measuring tape strung out across a huge gap where some vessel had kindly left its visiting card. "Enough work to keep you going now, Fred?" Father shouted down, Fred glanced back with the only response necessary, a wry and wicked smile.

To be continued...

DISTRICT QUARTERLY REPORTS

HUMBER

Newly authorised pilots:

W Bentink 1st January 2000
D Dodsworth 1st February 2000
E Bibby 1st March 2000

Retirement:

DK Richardson 21st March 2000 (Ill Health)

Recruitments:

We have seven new trainees recruited:
C Vernon commenced 6.3.2000
A Thomson commenced 20.3.2000
And another five expected to commence training from 20.4.2000 until 26.6.2000

ORKNEY

Pilot deceased:

RL Sutherland 7th February 2000

MANCHESTER

Retirements:

M Bartleet
G Kitchen

Recruitments:

NL Davis October 1999
From P&O/Stena Channel Ferries
PA Braid October 1999
Stena HSS Ferry at Holyhead

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THE PILOT

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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

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Auditors

- Hawdon Bell & Company, North Shields

Editor of 'The Pilot' - John Clandillon-Baker (01304) 613020

Secretary - Davina Connor 020 7611 25711

PNPF - Jan Lemon Tel: 020 7278 3221 Fax: 020 7278 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).

Answers to Prize Nautical Crossword No.1

Across: 1) Rhumb line, 6) Piloted, 10) Yard end, 11) Lap top, 13) Fix, 14) NSU, 15) Lock gates, 17) Matrix, 18) Ahoy, 19) Stack, 21) Tender, 23) Racon, 25) Es, 27) Offshore, 29) Tide, 30) Radar, 32) Fleet, 33) IMO, 35) Boards, 38) Hull, 39) Chop, 41) Genoa, 43) Rare, 44) Yawing, 45) Her, 47) In, 48) Invoke, 49) Tod, 50) Cant, 51) Out, 52) Three short blasts.

Down: 1) Royals, 2) UAR, 3) Linear, 4) Ellesmere, 5) Aft, 6) PNPF, 7) Lynx, 8) Trinity House, 9) Datum, 12) Port side, 16) Ketches, 20) Float, 21) Thermal, 22) Estrebor, 23) Reefer, 24) Topping lift, 26) Eastings, 27) Faro, 31) Discredit, 34) Shackle, 36) Open, 37) Sewin, 40) Har, 42) Never, 44) Yacht, 45) In tow, 46) Ho, 49) TMO.

The first correct entry drawn was from Ian Evan from Milford Haven, a pen set is on its way to him. Better luck next time to all the others. I hope to be running another Prize Crossword in July.

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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	028 933 62559 (H) 028 905 53010 (O)
Berwick	P Blanch	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed, TD15 2AA	01289 307404
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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	N Robertson	Haven Wood, Ash Hill, Evanton, Ross & Cromarty	01349 830128 (H)
Crouch	P North	"Woodcock", 90 Braiswick, Colchester, CO4 5AY	01206 851526 (H)
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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 3SJ	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	J West	"Craiginch" Ogilvy Terrace, Ferryden, Montrose, Angus DD10 9RG	01674 672302 (Port Authority) 01674 672789 (H)
Orkney	ET Moodie	Nyka-Tjorn, Linklater Drive, Kirkwall, Orkney, DW15 1SZ	01856 873523
Peterhead	S Brown	Peterhead Pilots, c/o Harbour master's Office, South Harbour, West Quay, Peterhead AB42 1DW	01779 474281 (O)
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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)
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South East Wales	WP Barnes Esq	"Verber", Victoria Park Road, Cadoxton, Barry, South Glamorgan CF63 2JS	01446 742 637
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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 Netherton Road, Weymouth, Dorset DT4 8SB	01305 773118
Whitehaven	CI Grant	Solway Pilotage & Marine Services, Solway House, Gilcrux, Cumbria CA5 2QD	01697 323961 (O)
Gt Yarmouth	Paul Haysom	9 The Street, Blundeston, Lowestoft, Suffolk, NR32 5AA	01502 731356 (H)