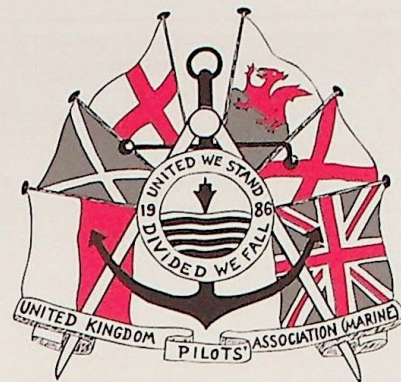


# THE PILOT

October 2000

No.261

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



## Editorial

The maritime world is finally waking up to the imminent shortage of qualified officers. Too late! The last 25 years has seen a switch from ships well manned with highly qualified officers to vessels being manned to the minimum requirement with officers being supplied from the cheapest source and, in some cases, with extremely dubious qualifications.

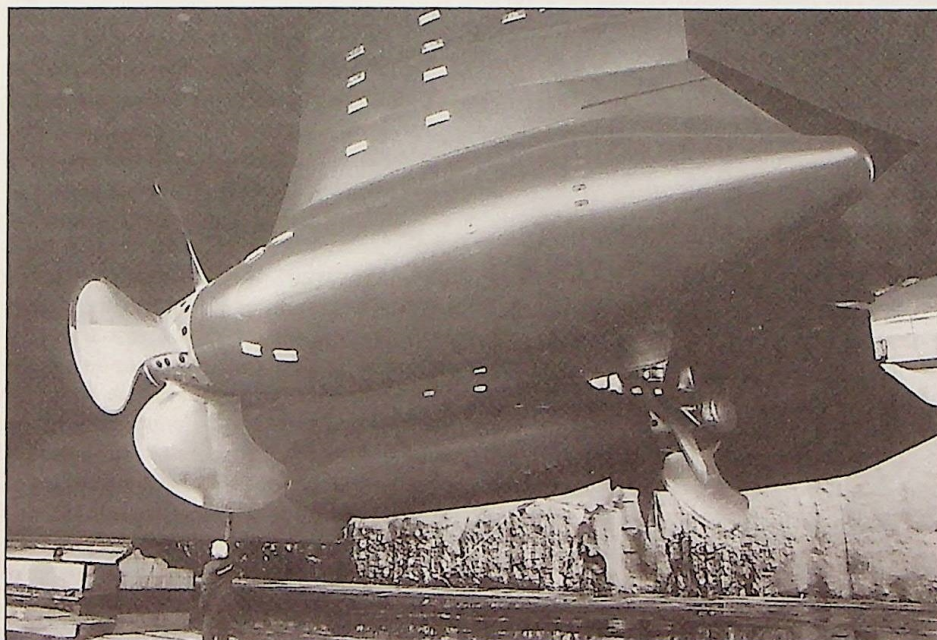
Traditionally UK pilots have been recruited from the Merchant Navy and up until now the supply has been sufficient to meet demand but that is rapidly ceasing to be the case. Ports are currently accepting older pilot trainees but this is just postponing the problem. Life at sea is now a punishing routine of long hours, little rest and no leisure facilities, it is therefore unappealing to British apprentices. Even if an apprentice does persevere he increasingly finds it difficult to find employment as a junior officer with the prevalent attitude being "Come back when you have a Master's certificate"! However, even this will not now guarantee command of a British ship. At the time of the much-trumpeted tonnage tax that gave the Red Ensign renewed appeal to ship owners the requirement for the Master of a British ship to be a British national was quietly removed. Already an increasing number of foreign accents are appearing on "British" coastal traders, BP are now recruiting apprentices in Croatia, Bergesen is currently replacing 600 Norwegian and British officers with cheaper foreign nationals and P&O are starting to make moves along the same lines "to remain competitive"!

What can we do? The UKPA(M) is addressing this problem and on page 6 John Brown's report is dedicated to the issue. My own thoughts are that pilot apprentices perhaps recruited from Olympic dinghy sailors(!) could be a way forward. Other ideas are urgently required. Please respond.

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

## The Azipod

*Many of you will have heard of the AZIPOD (Azimuthing Electric Propulsion Drive) but what is less commonly known is what it actually is and how it works. Developed by the Finish company ABB the Azipod probably represents the most revolutionary advance in marine propulsion since the propeller replaced the paddle.*



### Basic principle of operation

As can be seen from the photograph the Azipod drive unit consists of a fixed pitch propeller mounted on the end of a torpedo shaped unit suspended from the base of a rudder which can rotate through 360 degrees. During sea passage operation the Azipod is set with the propeller on the leading edge of the suspended unit and is used as a normal rudder. The fact that the propeller also turns with the rudder greatly enhances the turning effect of the vessel at

all speeds. When the vessel arrives in port the full thrust of the propeller can be directed where required resulting in remarkable manoeuvrability.

### How is it powered?

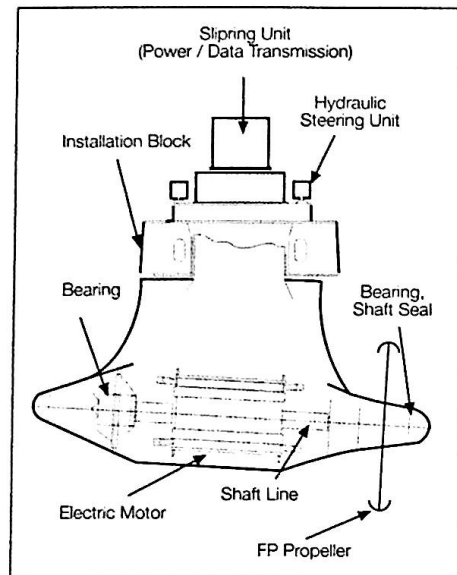
Again a revolutionary concept has been introduced with this unit. Rather than relying on drive shafts from a main engine, the propeller is actually driven by an electric motor within the pod itself. The propeller is mounted directly onto the shaft

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Pod

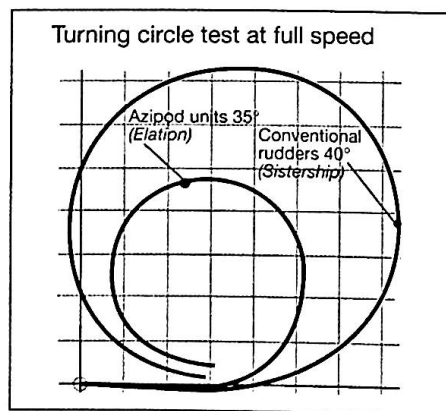
## Ship types

The Azipod system can be fitted to any ship type but the market so far has mainly been for passenger vessels and specialist vessels requiring high manoeuvrability such as ice breakers, supply vessels, cable layers etc. The units can also be run at slow speeds or astern for long periods without adverse effects. However as the benefits of the system are realised an increasing number of ordinary ships, in particular tankers, are being fitted with the units.

## What about efficiency?

ABB have been able to make a direct comparison with traditional propulsion in some recent new buildings of passenger ships. One company, Carnival Cruises, already operating six large passenger vessels powered by traditional diesel electric systems connected to the propeller by conventional shafts, ordered two further vessels with the exact same specifications but installed Azipod propulsion units. In order that a direct comparison could be made the propeller longitudinal position was kept the same and the pod was designed around the same propeller diameter turning at the same rpm. On trials an 8% hydrodynamic efficiency was obtained but further savings can be made as a direct result of the enhanced manoeuvrability speeding up the port turn round time. In the case of Carnival Cruises, which operates to a regular schedule, these faster turn rounds permit passage speeds to be reduced and in practical operation Carnival are reporting a 10% saving in costs compared with the traditional sisterships. Carnival has also been able to make a comparison of manoeuvrability whilst at full sea speed and the following diagram shows the effect of having steerable propellers.

As can be seen the "full over" 40 degree and on the conventional design gives a full speed turning circle nearly 50% greater than the Azipod "full over" at only 35 degrees!

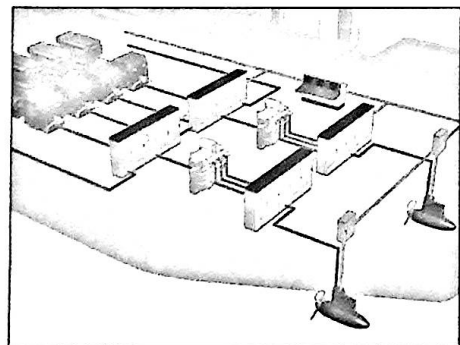


Full scale comparison of turning circles ms Elation and her sister ship with conventional shaftlines and rudders.

of the AC motor which results in a very short length of drive shaft.

By drawing power from a bank of generators rather than a main engine the traditional engine room in the bowels of the ship becomes history. Depending on ship type the generator station can be located where convenient on the vessel thus releasing valuable space within the hull for cargo with the advantages of such flexibility being most obvious in RoRo and passenger vessels. Without the constraints of a traditional engine room additional cargo decks can be inserted and in passenger vessels the generator room can be sighted where noise and vibration will have a minimum impact on passenger comfort.

The generators can be of any format i.e. diesel, gas turbine and the power is passed through a frequency converter that controls the speed of the propeller. Power



Generator

management can either be automatic or manual to enable one or more of the generators to be used to power other auxiliary equipment whilst manoeuvring or working cargo. As ABB state in their press pack such installation offers:

- High safety and redundancy
- Lower operating costs
- Reduced maintenance
- Layout flexibility
- Cost effective construction.

With respect to reliability in operation it would appear that the Azipod is more reliable than the reversing diesel or pitch propellers and maintenance of the systems is straightforward. The only operational problem that I am aware of was a failure in the cyclic converter on one of the Carnival ships earlier this year. This failure resulted in Carnival having to take both the Azipod cruise ships out of service for modifications but the problems seem to have been a result of prototype teething troubles rather than a fundamental fault with the design.

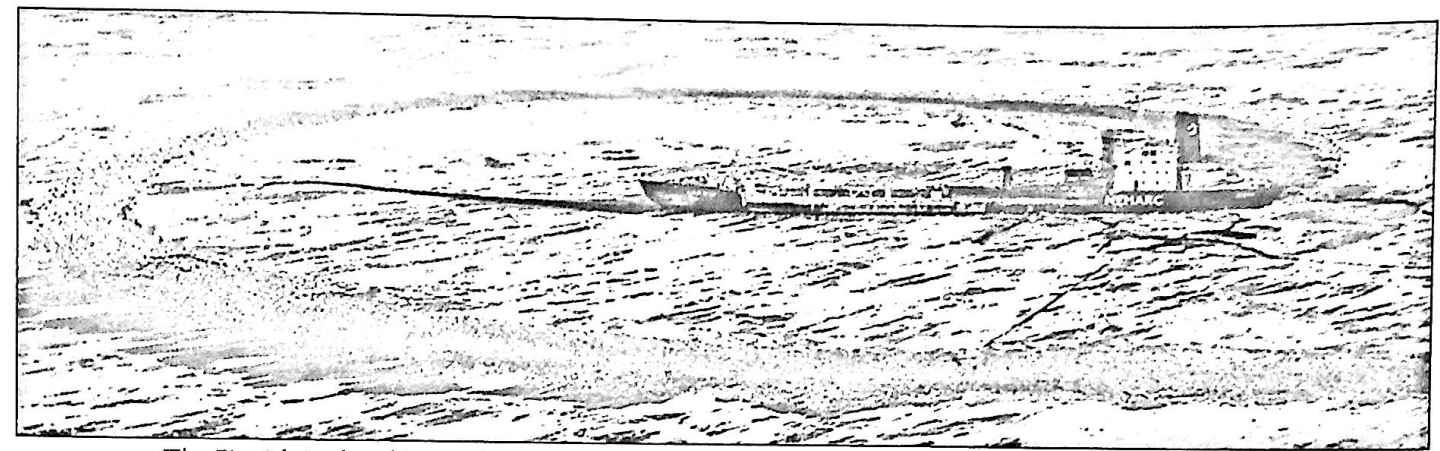
## The end user's opinion.

I have been fortunate enough to have experienced the capabilities of the Azipod at first hand and the word that springs to mind to describe it is "wow"! The *Uikku* is a Finnish ice breaking tanker being 165 metres long with an approx dwt of 40,000 tonnes. For a stern to tide unberthing on a jetty set in behind a larger one the manoeuvre can be quite demanding and would normally be carried out with at least 2 tugs. As a result of its enhanced manoeuvring characteristics of the *Uikku* only one tug had been allocated and I opted to make this fast in the stern to assist in bringing the stern of the vessel out into the river against the tide. The Master seemed somewhat surprised at my request to make the tug fast, assuring me that with an Azipod the tug was not really required. Like most pilots my feelings are always that if a tug has been ordered and it is not made fast, if something goes wrong there is no defence!! Tug fast, vessel singled up and the Azipod was set to about 45 degrees to bring the stern out into the stream. All let go the engine was set to slow astern and I was amazed at the speed at which we cleared the berth stern first. So was the tug which, having been instructed just to keep a slack line was caught by surprise and couldn't keep up!! A normally tricky manoeuvre had been performed easily and in record time. The Master informed me that the power available was in the region of 40,000 hp so it is hardly surprising that the tug was left behind! The Master, who had nothing but praise for the system, also mentioned that when they were in the ice they could actually make better progress by reversing the Azipod and navigating stern first! Apparently this stern first ice capability is commonly used by the ice breakers fitted with Azipod propulsion.

I would be interested to learn the opinions of others who have handled Azipod vessels, so please send me your thoughts.

JCB

Further information contact:  
ABB azipod Oy, Laivanrakentajantie 2,  
00980, Helsinki, Finland.  
Tel: +358 10 222 030



The Finnish ice breaking tanker m/t Uikku demonstrates her remarkable manoeuvring characteristics.

## AIS UPDATE

Further to the feature on AIS in the July issue of *The Pilot*, the following is a letter published in the August issue of *Seaways* from the managers of the Hamburg VTS. I felt that it was worth reproducing in full since it represents informed comment by front end operators of VTS concerning AIS.

The weakness of AIS can be seen in the inability of the data communication system to deliver sufficient flexibility in the way information is handled and one danger lies in the use of GPS, which has variable accuracy so that the level of uncertainty is too high. Recent tests witnessed an offset between radar and AIS positions of some 20 to 30 metres, a figure which may be negligible at sea, but not in coastal waters of heavy traffic or ports, as well as port approaches. The same areas are marked by the fact that ships may be hidden to radar, but visible by AIS. In such cases, an AIS black-out on board a sending ship does not trigger any reaction or warning at the receiving stations or vessels. The object simply disappears, leaving the user in an unacceptable state of uncertainty. Even worse, the user is left in the belief that there definitely is no other ship.

For any system to work efficiently, it must be designed for a purpose. The flexibility of the system must be derived from the way it handles information accuracy and not from displays which allow multiple interpretations of position from the source position reference.

For these reasons we should reject the current IMO proposals and get back to fundamental principles.

First, the positional accuracy of every AIS target must be established to within own ship beam and the position must be related to an electronic chart. If the ship's position cannot be confirmed on a chart, the system should not be introduced.

To be accurate, the ship must use differential GPS and this means that it

must work through an appropriate ground transceiver (base station). Such a transceiver must be the coordinating element for operating the system so that all ships' positions are referenced to a standard.

Once this principle is agreed, it is possible to define what information should be handled by way of communication ship-to-shore and ship-shore-ship. Direct ship-to-ship links should only exist on the high seas; in areas covered by shore-based AIS transceivers a mix of ship-ship and ship-shore-ship information is bound to introduce errors into the displays.

There is a need for the concept of a local area network or wireless intranet in which each ship receives the information it wants to receive from all other ships in the vicinity, connecting the transponder equipment on board via the land based coordination centres. By choosing wide-band high-frequency transceivers, the level of information can be expanded to embrace not only the name, heading, position, type of vessel etc but also a note book concerning information required by a VTS, dangerous cargoes and other specific messages like ETA, pilot and tug requirements and even commercial messages.

The value of this silent messaging system is that it can be directed to any addressee in the system and also between ships and addresses, providing at the same time the necessary data confidentiality.

We are now beginning to see the value of a navigational AIS in a local area network. It can provide, together with ECDIS, a complete ground-stabilised navigational and communication system which can meet all the requirements of a radar controlled VTS: except of course that only vessels and navigational marks fitted with the AIS will be visible. For this reason, radar-controlled VTS will exist for years to come but the advanced AIS navigational and communication system will enable information to be passed to and from ships without the slow and noise-prone process of VHF communication.

Another problem not addressed by the IMO is that of selective information. There are times when ships may want to withhold information, for example when in a piracy area, and there is information which a VTS needs but which may not be necessary for all other vessels in the vicinity. It is essential that there is a system where there can be selective use of the communication facility. The same may be true for customs vessels or other authorities.

AIS is intended to be a contribution to more safety but AIS, as proposed by the IMO, does not include essential functions of any safety-relevant system, ie reactions on malfunctions. The user of AIS must be able to recognise if any participant drops out of the system because of blackout or other failures of the complex hard- and software. Such system monitoring is not foreseen in the IMO AIS proposal; hence, no alarm function will be automatically triggered in the surrounding area if a transponder shuts off without due log-out from the communication cell.

It must be emphasised that no navigational system should diminish the responsibility for safety from the bridge of a ship. It is not intended to provide shore control with accurate AIS. It is, however, the intention to ensure that all ships in the network have accurate positional information and that masters and pilots can assess the intentions of other vessels in the system with more confidence.

It is the authors' view that local area network AIS can replace regional radar surveillance at less cost. It therefore makes it attractive for governments to transfer resources from less precise navigational systems into a fully integrated, but fully scalable and cheaper AIS. Our aim must be to design better systems which can improve an older system. In that way we all get better value for money and increased safety too.

Dr Salomon Klaczko, Joerg G Fiebelkorn,  
Managing Partners Lopos VTS GmbH a Co.  
Hamburg, Germany.



# PENSION NEWS

Summer is over and the conference session has started, the political parties first of all followed by the UKPA(M) in Southampton at the beginning of November.

## UKPA(M) Conference

Deborah Marten and I have been invited to talk to delegates at the conference during the pensions session first thing on Friday morning.

We plan to stay on for the remainder of the day in order to talk to any PNP members who are attending the conference, and to any Southampton pilots, on an individual basis. We shall write to all of you at Southampton nearer the time to confirm the venue and timings.

If any of you would like specific quotations prepared in advance of meeting us on 3rd November, do please just let us know. It's often easier to discuss options when there are some figures in front of you.

## Retired pilots and widows in the Southampton area

If you are a retired pilot or a pilot's widow living in the Southampton area and would like to come in to see us, we should be delighted to see you.

### Legal Defence Insurance

(Navigators & General Insurance Co Ltd  
Policy No 20004375 UKPA(M) Indemnity)

#### Notification of Incident

Pilots involved in incidents should notify the company as soon as is practical to register the case, either by telephone or in writing to:

Navigators & General Insurance Co Ltd,  
PO Box No 848, Brighton, BN1 4PR.

**In office hours**  
Mr L Powell:  
Daytime tel: 01273-863453

**Outside office hours**  
Mr L Powell:  
Home tel: 01323-729393  
or  
Mr S S McCarthy:  
Home tel: 01444-248520

## AVC Scheme – Equitable Life

Even those of you who are not members of the Fund's Additional Voluntary Contributions Scheme with Equitable Life Assurance Society will no doubt be aware of the Society's court cases about its approach to guaranteed annuity rate contracts.

Following the Law Lords' ruling, the Society immediately suspended the interim bonus for the seven months from January to July 2000 on all with-profits investments. This meant that the Society was able to retain sufficient reserves to remain legally solvent.

At the same time the Society put itself up for sale and it hopes to find a buyer by the end of the year. Several well-known names have expressed interest although very recently, AXA, one of the world's largest insurers, has withdrawn from the contest.

Equitable Life hopes that sufficient capital will be produced by the sale to reinstate the missing seven months' interim bonuses. The Society anticipate that the sale will be completed by the middle of 2001.

## AVCs – Deferring annuities

Under recently introduced legislation it is now possible to defer beyond retirement the receipt of AVC benefits. To extend the new element of flexibility pension scheme trustees have to approve the new facility and to publish the fact to members. Deborah Marten mentioned it when she circulated documentation for the latest annual renewal of the Fund's AVC Scheme.

Members of the Fund's AVC Scheme may now defer taking their investments as an annuity until after they retire, but this cannot be later than their 75th birthday.

Those members who joined the AVC Scheme before 1987 will continue to take their investments in the form of a tax-free cash sum upon retirement as the option of taking a cash sum cannot be deferred beyond retirement.

## Ill Health Retirement Procedures

During the summer of 2000 the trustees carried out a review of the Fund's ill health retirement procedures. As a result new practices were put into operation, including new certificates for medical practitioners to complete in addition to the existing requirement to submit comprehensive medical reports.

Also, if a member were to approach his Competent Harbour Authority, because he had reason to believe that he had become permanently incapacitated for pilotage duties, he may send copies of the

correspondence and supporting evidence to the Secretariat.

The pilot's Competent Harbour Authority which determines the physical fitness qualifications required will need to confirm the revocation of the pilot's authorisation in accordance with section 3(5)(b) of the Pilotage Act 1987.

We now have guidelines covering the trustees' procedures specifically for members and if you would like a copy, please let me know.

## Stakeholder pensions

One of the issues surrounding the introduction of Stakeholder pensions concerns concurrent membership of an occupational pension scheme and a stakeholder scheme.

The Government has recently announced the basis on which it is to allow partial concurrency and perhaps the most significant part is that anyone earning over £30,000 a year will be excluded; less than 2% of pilots would meet this criterion.

Jan Lemon

| <b>Retirements</b>      |                               |
|-------------------------|-------------------------------|
| <i>May to July 2000</i> |                               |
| JW Arnold               | Milford Haven<br><i>April</i> |
| RA Coates               | Humber<br><i>June</i>         |
| JE Dougal               | Forth<br><i>July</i>          |
| PG Edgar                | Clyde<br><i>July</i>          |
| P.R. Griffiths          | Swansea<br><i>May</i>         |
| S.A. Hulse              | Forth<br><i>July</i>          |
| PJ Hyde-Linaker         | Fowey<br><i>March</i>         |
| JH Kernighan            | Liverpool<br><i>July</i>      |
| RM Newton               | Humber<br><i>May</i>          |
| AD Picken               | Tees<br><i>April</i>          |
| DM Russell              | Clyde<br><i>July</i>          |
| JF Tindale              | Humber<br><i>July</i>         |
| PR Whitfield            | Humber<br><i>May</i>          |

# Pilot's Nautical Crossword No 2

by Panossim

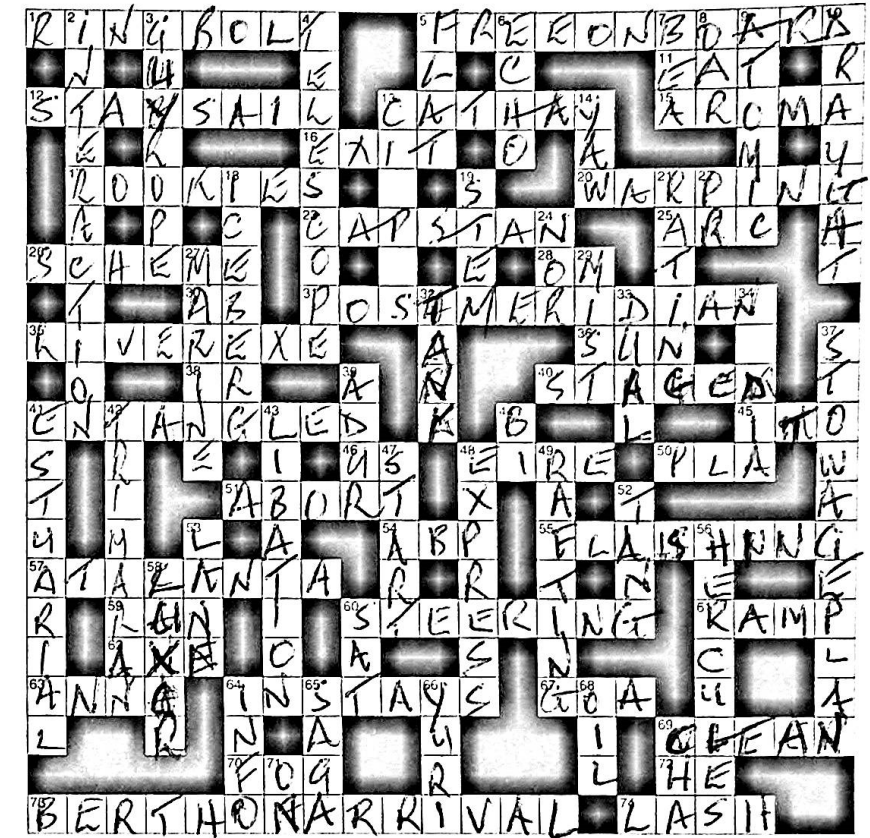
Panossim states that the answers are all in the Oxford Dictionary and/or Nicholls Seamanship

### Across

1. Phone to make the shackle fast? (4.4)
5. No charge to load the cargo (4.2.5)
11. A must if on a French ship, doubtful if Korean! (3)
12. Made fast to a boom, helps to make a yacht progress (8)
13. Late P&O liner from the orient (6)
15. Could be the catalyst to do 11 across (5)
16. Leave the shipping lane? (4)
17. First trip seafarers (slang) (7)
20. Shifting ship with ropes (7)
23. Sing lustily when turning this! (7)
25. The important part of the sextant (3)
26. Thought up by landlubbers to expedite shipping - seldom works! (6)
28. Abbreviation for the ship's master (1.1)
30. Competent deck hand (1.1)
31. Relevant after noon (Latin) (4.8)
35. Piloted waterway in South Devon (5.3)
36. Use 25 across to find how high this is (3)
38. "GB" equivalent for your transport in Bandar Shahpor (2)
40. Pilots will have done this with some deep draught vessels (6)
41. Rope around the prop? (9)
45. International seafarers rights organisation (1.1.1)
46. No longer of any use (1.1)
48. The emerald isle's Free State (4)
50. An important 69 down (1.1.1)
51. "Tide's out pilot" said the man on the VHF, with this result (5)
54. Major Ports conglomerate (1.1.1)
55. The sort of buoy light the pilot needs (8)
57. Fleet-footed maiden who raced her suitors - but they cheated! (8)
59. What 57 across had to do fast (3)
60. With 5 down the accommodation for emergency course changes (8.4)
61. A ro-ro necessity (4)
62. Non-piloted waterway in South Devon - for the chop? (3)
63. With domini is now 2000 (4)
64. No wind, but the fat lady's slimmer! (2.5)
67. Oriental ex-Portuguese port (3)
69. With 32 down what the ship needs to take on drinking water (5.4)
70. Blanket weather? (3)
72. Dangerous cargo (abbrev) (2)
73. River Bath (anag) (5.2.7)
74. Secure the deck cargo (4)

### Down

2. Cause of collision by passing too close (11)
3. Often made fast to 1 across (3.4)
4. Drake saw nothing through his (9)
5. See 60 across
6. Heard on the radar? (4)
7. Its pilots once flew all over Europe (1.1.1)
8. What you need when the outboard packs up (3)
9. Propulsion of the future? (6)
10. Ship's vital measurement (7)
13. Were errant sailors put in these ancient stocks? (6)
14. Wallow from side to side (3)
18. Lettuce that disagreed with a White Star liner (7)



19. Fore end (4)
21. Ordinary seaman (6)
22. This man deals with 34 down (1.1)
24. Two of these in NNE (3)
27. Sounds like a female sailor with moorings? (6)
29. One of the conditions requiring a moderate speed in the Rules (4)
32. See 69 across
33. Many modern ships have such controls (4)
34. Take anything written or said by this with extreme scepticism (5)
37. Manifestly needed before beginning to load cargo (7.4)
39. Hard to starboard for Shoreham when piloting this Sussex river (4)
41. Type of pilotage performed in many UK river ports, e.g. London (9)
42. Craft with three hulls (8)
43. Often poured out after a stressful act of pilotage! (8)
44. Famous defunct British shipping company (1.1)
47. Commencement Point on the south coast? (5)
48. Top speed to show one's feelings (7)
49. Just add white water (7)
52. The smell of the salty sea (4)
53. Where to be in Traffic Separation Scheme (4)
56. His labours took him on many a voyage (8)
58. Egyptian ships run here - but never go to sea (5)
60. With "nav." can tell you where you are (3)
64. Port Control dispenses this (abbrev) (4)
65. Norsemen's adventure for the over 50s! (4)
66. First name for the first Russian cosmic pilot (4)
68. Driving force for most ships (3)
69. Short for the Government's misnomer for a Port Authority! (1.1.1)
71. The sort of duty in evidence when a pilot's working (2)

Send your completed crossword to the Editor (23 December closing date). All entries will go into a draw, a prize will be awarded for the first correct entry drawn. Answers will be printed in the next issue of *The Pilot* along with the name of the winner.



## Technical & Training

The recruitment, training and qualifications of pilots are under the closest scrutiny in the history of the profession. We seem to have been deluding ourselves that our seagoing experience, our Certificates of Competency and the training and examination requirements of our Authorisations together constitute an acceptable underpinning of our responsibilities. This time honoured mix of qualifications is now found wanting. It is unsustainable in the future, it is not universally or legally required and most of it is just a hangover from a previous career. It is also claimed to discriminate against young people in general and young women in particular. Fair enough, you might say - so what of the future?

The first stages in the debate on future routes into marine pilotage, as a Port Industry Career, are now taking place. Whatever the outcome, it seems certain that there will be several ways in which future requirements for pilots will be met. There will probably be parallel entry schemes, much phasing in and phasing out, fast tracking, NVQ assessments and inevitably, new training costs for the ports. A Professional Pilotage Qualification will emerge which will be the Envy of the World. At least, this seems to be the way in which all the signposts are pointing.

The evidence suggests that the pool of UK Merchant Navy officers from which pilotage candidates have, for the most part, been recruited is shrinking to the point where alternative sources must be found. The implications are that we either recruit and train our own pilots in some new process or that we look abroad for more traditionally qualified candidates, probably from the developing countries and former communist regimes. The first option is understandably more popular, so we must be committed to helping find a solution which maintains or enhances pilotage standards and the professional status of pilots. It will not be easy.

At this stage it is inappropriate to attempt to second guess the outcome of what will be a lengthy debate on complex issues surrounding pilotage recruitment and training in the future. It is interesting, however, to look at the National Competence Standards for Marine Pilots to see how many of the competencies identified in that document come ready made from that other career most of us have had, in our once great Merchant Navy. These core competencies have been acquired at no cost to the ports industry and at very little cost to the ship owner.

Practical ship handling aside, it could be

argued that almost all of the generic knowledge in the Standards is acquired during a seagoing career to Chief Officer or Shipmaster level - a process that normally took at least ten years, during which a certain level of maturity was also attained. On the other hand, the local knowledge components of the Standards can typically be gained in a matter of months, a fact which is demonstrated by typical training requirements to first Authorisation and the ease with which many pilots are able to transfer from one port operation to another.

So far as ship handling is concerned, it should be clearly recognised that a desirable level of skill can not be acquired easily by everyone. The selection process for pilotage candidates rarely incorporates any means of identifying potential problems in this area. One way of managing the results of this omission is to put more and more procedures and guidelines for ship handling in place, which may provide support for a few highly stressed individuals. However, this can also result in a general loss of job satisfaction for the rest, without necessarily increasing the safety of pilotage operations. We should probably welcome any effective means of measuring such things as spatial awareness, which have a bearing on the potential ability of a professional ship handler. This has been absent from our traditional recruitment and training processes, but perhaps will prove to be particularly necessary in the future.

Whatever new possibilities are to be introduced for direct entry into the pilotage profession, it seems likely that the average age at which first Authorisations are obtained will drop sharply, perhaps to a similar age as that of the most junior watch keepers on board ship. If so, this will inevitably have some affect on the Master/Pilot relationship and general confidence levels on the bridge. It will be argued that if the pilot is properly trained and has the necessary skills and experience, this should not be a problem, but of course, we have to live in the real world. Cultural differences are a factor here, with shipmasters from some Far Eastern countries aspiring to become pilots when they reach normal retirement age. I imagine that the new model pilots, boys and girls, will need a certain amount of assertiveness training.

We need as many ideas from serving pilots on the future of our profession as possible, so that we do not leave all the initiatives to Government, the Ports Industry and the Colleges.

Answers on a postcard please, to the Technical and Training Committee, or e-mail [jdb@maritimepilots.com](mailto:jdb@maritimepilots.com).

John Brown  
Chairman TTC

## DAS Group Legal Protection Insurers

*Insured Incidents we will cover:*

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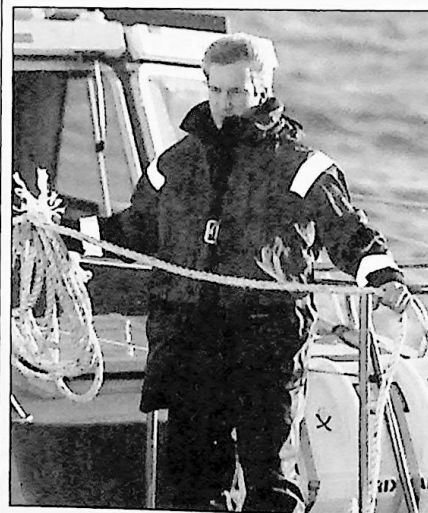
Any pilot involved in a personal injury or industrial claim must first contact the UKPA(M) head office who will then process the claim through DAS.

**UKPA(M): 020 7611 2570/1**

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



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## Coastlines

### Heavy Weather

Crews from the Liverpool and Manchester Services turned out at "Plas Menai" on the Menai Straits for what has now become the annual sailing regatta of the two services on Thursday June 22nd, 2000. Conditions over the High Water racing period were choppy with the wind at the top end of force five from the South West. So with the wind somewhat more than could be described as a "good sailing breeze", the intrepid crews, two from Liverpool and two from Manchester aboard '707' racing machines, under two reefs, set off to do battle amongst the tortuous waters and blown spume of the Straits.

The Liverpool 'A' team or the 'Chairman's Boat', so named following the original challenge two years ago, consisting of Dave Cockram, David Hodgson, Stuart Wood and John Curry had won the "practice race" in the morning on the last of the flood tide. They came out onto the water in fighting form after lunch and took first place in all three races on the ebb tide to win the series outright for the second time. The other places are still in question pending protests regarding various collisions and breach of rules occasioned by the commendable efforts made by the other three contestants to overhaul the 'A' team!

The trophy, a chunk of coping stone from the Queen Elizabeth lock wall (One that Stuart Wood knocked off earlier) beautifully polished and mounted on a

wooden plaque, suitably engraved, was presented to the winning crew before a magnificent dinner at Plas Menai. All crews agreed that it was a memorable occasion and look forward to next year's challenge.

John Curry, Liverpool

\*\*\*

### The Journal Name

The substantive noun of the journal name, Pilot, was in use by 1530<sup>1</sup>, "Pylotte that governeth a shippe", after which it becomes common. Pilot<sup>2</sup> is from the French, Italian, and ultimately Greek. The French source is not significantly older than the English quoted but the Italian source, pilota, is 14th century<sup>3</sup>. Pilot is descended from Medieval Latin, which is connected to Greek πηδωτης<sup>4</sup> (steersman) and πηδον (oar). The adjective and verb forms are later.

The particular work of some pilots is explicit in Domesday but not their descriptive title. A millennium afterwards, the word pilot varies through military and mercantile work, which was also the case when Vasco de Gama hired a *nu-allim* in Malindi<sup>5</sup> to pilot him across the Arabian Sea. From India itself comes *suparaga*<sup>6</sup>, in existence before 377 BC. In Europe *lodeman* was recently widespread and its cognate, *lotse*, remains. *Gubernator* proliferated in these islands for fifteen centuries, stemming from κυβερνητης it parallels *timoneer*. *Waterman* is another obsolete form and more may be added. Did the divergent English title or the implicit meaning arise with modern navigation?

The OED gives as primary meaning: **one who steers or directs the course of a ship**, the complete definition indicates some ambiguity, inferring the word is of a world greater than pilotage - navigation. Until the Portuguese deliberately developed celestial navigation in the late fifteenth century,<sup>7</sup> most navigation was what is now generally called pilotage, guiding a ship by knowledge of the land. That navigation and pilotage should then have diverged is exhibited in the emergence of this word *pilot* from the period, although curiously not from Iberia. Where was there then new activity to produce the name, was it Venice or possible Genoa? To pilot is Aristotelian or geocentric, is it germane that the word emerged with Copernicanism, when the heliocentric astrolabe was cleaving celestial navigation from terrestrial pilotage?

The Laws of Oleron are based upon Rhodian Law and the form in which they were brought into the country is French, which is stated as being the language current<sup>8</sup> among English seafarers when they were introduced. They were not translated into English until the seventeenth century. However, the laws exist as language that is distinctly nautical rather than the literary example quoted from the OED. The Early English, *The Wanderer* and *The Seafarer*<sup>9</sup>, give imprecise but definitively Anglo-Saxon prose citations. It would be useful to find references of the word *pilot* in maritime or mercantile sources. The Arundel manuscript has been searched, as has Pepys' library, will the provincial Trinity Houses or liveried companies yield a quote?

Paul Hughes



Above: About to do battle - members of Liverpool and Manchester crews.

Right: 75% of the winning crew - Dave Hodgson, Stuart Wood and Dave Cockram. Photos by John Curry.



<sup>1</sup> J Palsgrave, *Lesclairissement de la Langue Francoise*, 1530 (1852), p254/1.

<sup>2</sup> J Murray, *Oxford English Dictionary*, 1991.

<sup>3</sup> G Barbera, *Dizionario Etimologico Italiano*, Firenze, 1954 p2923.

<sup>4</sup> Breusing, *Niederdeutsches Jahrbuch V.*

<sup>5</sup> EGR Taylor, *The Haven Finding Art*, 1956, p126.

<sup>6</sup> *The Mariner's Mirror*, Volume 85 No. 3 August 1999, pp320-5.

<sup>7</sup> D Goodman & CA Russell, *The Rise of Scientific Europe 1500-1800*, 1991, p120.

<sup>8</sup> T Twiss, *The Black Book of the Admiralty*, 1871 liv.

<sup>9</sup> D Whitlock, *Sweet's Anglo-Saxon Reader*, 1967.



In common with many who became pilots after 1988 I was largely ignorant as to the history of the UKPA. Having been loaned a copy of the biography of the first president of the UKPA, Commander Cawley written in 1910, I felt that it would be of interest to our readership and will be serializing it over the next three or four issues. Whilst I have had to undertake a fair bit of editing I have left the original text unaltered wherever possible. My thanks to recently retired London pilot Tony Boddy for the loan of this fascinating book. Ed

## COMMANDER CAWLEY - "The Pilots' Friend"

A Memoir by Sanford D Cole

### Part I

Commander Cawley seemed to bring the times of the sea-statesmen with his bluff, breezy manner and his dogged determination. He came of a Devon family. His earlier life perhaps did not differ much from that of many other seafarers in the days when sail was giving place to steam. He had his share of adventure. He passed through almost every grade in both the merchant service and the Royal Naval Reserve. There was scarcely a corner of the world that he had not visited. But he was different from the average captain. All through his career he appreciated the meaning of various movements affecting the mercantile marine and he took part in many of them. Circumstances with an interest all their own led him to concern himself with the welfare of pilots. His devotion to the interests of the pilots of the United Kingdom well entitles him to the name of the Pilots' Friend. He was instrumental not only in obtaining the redress of serious grievances, but in materially improving the status of pilots in general, and it will be many a long day before his work as President of the United Kingdom Pilots' Association is forgotten.

### Early Days

George Cawley was born in Bristol on the 4th of July 1839 and following a general and nautical education in his native city, went to sea in 1853 at the age of 14.

In those days the Bristol Docks and the ships frequenting them were very different from what they subsequently became. The shipbuilding industry was still active having recently completed the wooden steamship *Great Western* and the construction of the steamship *Great Britain* had established the era of iron shipbuilding. The recently completed Great Western Railway between Bristol and London had opened up important trading opportunities.

There are not many records of his early seafaring experiences but there must have been much of varied interest in them. An

old shipmate (Captain Flinn), afterwards looking back nearly forty years, said, "He and I crossed the Equator, rounded both Capes, and roughed it together in Australia, and I am able to speak of his gallantry in trying times."

He joined the Royal Naval Volunteers (as the Royal Naval Reserve was then called) in 1859, a few months after its first formation, and with a slight intermission continued his services until he retired under the age clause. He was one of the first to volunteer for active service during the Trene affair of 1861.

Impelled possibly by love of adventure, he took part in blockade running during the American Civil War, and before becoming master he made numerous other voyages. He was second mate of the ship *Home*, mate of the barque *Victory*, and also served for nearly a year as mate on board the ship *Annandale*.

### Voyages as Captain

In May 1865 he sat for examination at Bristol, and obtained his certificate as Master. One of his early commands was the *Zimi*. In this ship Captain Cawley made a particularly stormy voyage across the Atlantic, which he described in a letter from New York to Messrs. King & Sons, Stevedores, Bristol. The particulars are interesting by way of contrast to the quick passages made nowadays, and the letter also shows the importance of good stowage of cargo. It reads as follows:

"In accordance with my promise to write you forty days after leaving I now avail myself of writing you in eighty days, and consider I am very fortunate in being able to write you at all. Of all the times that ever I had crossing the Atlantic, the gales of October beat all, no getting ahead anyway. I had to lie-to fifteen days solid and lost four lower topsails on the passage - fairly blew away; and new sails too. The *Elliot Ritchie* was forty-eight days in coming here lost sails, and bulwarks all round, and poor Captain Woodworth, in the *Geneva*, is gone and all hands I fear.

"Had not the iron been well stowed in the *Zimi*, on the night of 3rd October she would have gone too, and all hands. Nothing could have prevented it, for all the

sails were blown clean away, taking the jackstays out of the yards and tearing everything before it. Such a gale I never experienced during my travelling. Every vessel arriving here had more or less experienced violent westerly gales, and all have had damages - either to hull or sails. Sixty days is the average of their passages. I must certainly say that you are good at stowing iron ..."

In 1872 Captain Cawley was married to Mary Ann Trull at St. James's Church, Bristol. At this time Captain Cawley was in command of a fine East Indiaman of 1382 tons, named the *Richard Rylands*.

Notwithstanding his voyaging he found time to put in drill as a Royal Naval Reserve officer and obtained his Sub-Lieutenant's Commission in 1874.

George's mother died at the beginning of 1876, and about this time he began to look out for a shore berth, having now spent some twenty years at sea. He put in a good spell of drill on board HMS *Daedalus* at Bristol, and was promoted to the rank of Lieutenant RNR in 1876.

During 1877 he commanded the *Ancott*, a steamer he partly owned, but this same year he was chosen out of a large number of applicants for the post of Pilot Master at Cardiff.

### Pilot Master at Cardiff

At the time that Captain Cawley became Pilot Master at Cardiff the trade of the coal ports in South Wales had been growing faster than the dock accommodation. Cardiff was overcrowded with shipping. Whilst at Cardiff there came a crisis in connection with the Cardiff pilotage service resulting directly from the congestion. The once notorious Cefn-y-Wrack shoal then obstructed the entrance to Cardiff, and what happened cannot be told better than by quoting from the petition which the pilots presented to the Board of Trade in 1878: "On the 18th March" (alleged the petition) "the certificate of John Howe, pilot No.40, was suspended by the Cardiff Pilotage Board for a period of twelve months, Howe having refused to take a ship out of port when so directed by the dock master. The ground of Howe's refusal to obey the dock

master was that the ship could not be safely taken out in consequence of there being an insufficient draft of water at the time, midnight, over the Cefn-y-Wrack shoal." The petition then referred to the suspension of David Samuel (who had also refused to take a vessel out of dock for the same reason) and to the fact that the existence of the dangers to navigation were acknowledged by the dock owners, the Bute Trustees. The petition submitted that the constitution of the Pilotage Board afforded no protection against such vexatious and high-handed proceedings, and relief was asked for. The gross act of injustice aroused intense indignation. Captain Cawley disapproved of the Board's action so strongly that he resigned his post. Despite this he continued to fight the injustices and from him the pilots received great assistance in their efforts to obtain redress. Interest was taken in the matter by Mr Puleston, MP and by Mr Samuel Plimsoll, MP, and the question was brought before the House of Commons. Colonel Hill, MP, and others introduced a Bill. There was strong opposition from the Cardiff municipal authority and the agent

of the Marquis of Bute, but the outcome of the fight was that the Board responsible for this injustice was swept out of existence. The Bill became law in 1880, giving the pilots direct representation on the newly constituted Cardiff Pilotage Board. Subsequently the opponents of the change were bound to admit that they would not, even if they could, go back to the old order of things.

### Further Voyages

Following his resignation from Cardiff Captain Cawley had gone to sea again. Messrs. Cayzer, Irvine & Co. were starting their "Clan Line" between Liverpool and Bombay. The first steamer was the *Clan Alpine* and she sailed in the autumn of 1878, with Cawley in command. He was thus the pioneer captain of this well-known line. He made many voyages in vessels belonging to the same firm, and was a general favourite with the passengers he carried to and from the East.

In 1879, the "courteous Commander," as he had been called by the Clan Line passengers, interested himself in a

company developing a new kind of propeller for steamships. He made several voyages experimenting with the new propeller and it was during one of these voyages that he went through a terrible experience, from which he was saved by the help of some brave German pilots. The occurrence largely influenced him in subsequently devoting his great energy to serving the interests of the pilots of his country. The circumstances were these: Captain Cawley was in command of a steamship during a heavy December gale in the North Sea. A mishap with the propeller had partly disabled his vessel. The decks were swept, the boats gone, and there was imminent danger of drifting on a lee shore, when all would have been lost. Little could be seen through the blinding snow and sleet, but a pilot schooner was sighted, and she stood by for forty-eight hours until a pilot was able to board and guide the damaged steamer safely into port. All the lightships on the North German coast had broken adrift and gone for shelter. The pilot craft - herself severely damaged in the heavy sea - might justifiably have also run for shelter, but this was a "pilot that weathered the storm," and to good purpose too, for the brave deed influenced Captain Cawley in entering upon a course of activity which had notable results. It was shortly after this that a national organization designated the United Kingdom Pilots' Association was established. Captain Cawley became its first President.

(To be continued)

## 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.

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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.

### RADAR & VTS SIMULATION

Courses include:

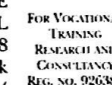
- Automatic Radar Plotting Aids (ARPA)
- Radar/ARPA Updating
- High Speed Navigation Course
- Navigation Control Course
- Small Vessel Navigation Control Course
- ECDIS Operator Course
- Vessel Traffic Services Courses



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## DISCOUNT TRAVEL

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Discount travel on the Dover - Calais; Folkestone - Boulogne; Troon/Heysham - Belfast services continues. The usual 25% discount is available. Send s.a.e. to the editor at his home address for an application form.

### NORTH SEA FERRIES Hull-Rotterdam

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



# LETTERS

Dear Sir,

The 1999 Annual Report of the Pilots' National Pension Fund makes rather disturbing reading, particularly the continuing rise in outward cash flow, up by a further three million pounds, as higher levels of pensions are paid out to retired Pilots and Widows.

When one takes into account factors such as the continuing fall in long term bond yields worldwide, and the stringent restrictions imposed by Minimum Funding Requirement regulations, then there seems to be some cause for alarm as to the long term viability of the PNPF.

Thus, I was glad to read that the Trustees Directors had agreed to the sensible decision to remove the five year enhancement of ill health retirements, which had been introduced in 1989. However, I personally wonder if the Directors have gone far enough in this regard. It is still the case that an ill health retiree with five years and one day of service as a pilot will receive a significantly higher pension than a colleague with, say, twenty five years' service, who soldiers on to fifty eight and takes an abated pension.

May I suggest that the ill health enhancement should be further reduced to age fifty five, thus rewarding the pilot the keeps on working.

Also, the entitlement to an ill health pension after five years could be looked at. At present, a young pilot whose health failed after four years and eleven months would be left in dire straits. Perhaps the ill health entitlement could be tapered in on a sliding scale. If, say, five per cent entitlement were awarded each year, then a new pilot would receive health cover from day one, but would need twenty years to achieve full entitlement to an enhanced ill health pension. That would seem fairer to everyone.

With the awful example of the MNOPF before us, we cannot be complacent, and I hope serious consideration is given to scrutinising our very generous ill health pensions.

*RA Eades (Humber Pilot)*

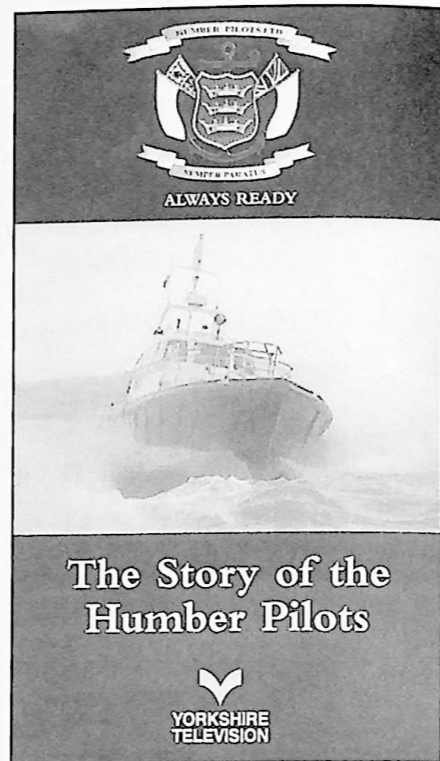
## REMEMBER

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.**

## VIDEO REVIEW

### *The Story of the Humber Pilots*

As part of their Humber 200 celebrations the Humber pilots have commissioned a video in order to help to educate people as to the role and responsibilities of pilots. The film covers all aspects of a pilot's life and since the general principles are common to all of us, the fact that it is dedicated to the Humber is largely irrelevant. My wife watched it and found it very enjoyable and she now has a better understanding of what we actually do! Since there is a general lack of information available about pilots I feel that this is the most valuable aspect of this video. Condensed from two, half hour documentaries produced by YTV this video runs for 20 minutes. Having seen the original programmes my only criticism is that perhaps the producers of the commercial video have been a bit too free with the editing machine since there was easily enough interesting material for at least another 10 minutes without being repetitive. Despite that this video is a worthwhile addition to any video cupboard and would also provide an interesting present for relatives and friends who often ask what it is we actually do?



The video may be ordered directly from:  
Humber Pilots Ltd.

Suite 11, Dunston House  
Livingstone Road  
Hessle  
Hull HU13 OEG  
Tel: 01482 627755  
email: info@humberpilots.com  
web site: www.humberpilots.com  
Cost £12 + £1.50 p&cp

## BOOK REVIEW

### ANCHORING LARGE VESSELS A new approach

*By Captain C. A. McDowall*

This monograph, published by the Nautical Institute is a very interesting publication in that it manages to prove that when it comes to anchoring large vessels most ships' Masters are definitely using the wrong technique! Tradition has always dictated that to anchor successfully one should stem the wind and tide and let go with a bit of sternway. With VLCCs the technique has been to carry out the same manoeuvre but to walk back the anchor on the windlass motor. Wrong! Captain McDowall goes into considerable technical detail to prove that such practice is unnecessary and only really serves to damage the windlass motor. The most effective way, and the one that produces least strain on the vessel's equipment, is to let the anchor go on the swing (from the

pipe in shallow water) and keep the anchor at 90 degrees to the ship whilst veering the cable on the brake and bringing the ship up to the anchor. Although the text is mainly directed towards VLCCs it clarifies the principles involved in an anchoring manoeuvre and is therefore of relevance to all anchoring procedures. As usual our major problem will be convincing a Master that he has been doing it wrong all these years!!

A valuable addition to the ship handling library.

Available from the Nautical Institute,  
202 Lambeth Road, London, SE1 7LQ.  
Tel: 020 7928 1351.

Price:  
£10.50 members £15.00 non members



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Dwellings have now become available and applications are invited from mariners (or widows or dependent children of mariners) who have had over 15 years' service at sea, have held a recognised Certificate of Competency or Service as Navigating, Engineer or Radio Officer and are able to prove financial need by reason of age, ill-health, accident or infirmity.



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*LONDON EC3 4DH*

Trinity House is a registered Charity No 211870 for the Safety and Welfare of Mariners



# OBITUARIES

Whilst every effort is made to keep the magazine as professional as possible, glitches do occasionally occur and regrettably this happened in the July issue with the obituary of Norman Sinclair. Due to an oversight whilst copy typing the text, the 3rd paragraph was inadvertently left out and I have therefore decided to reproduce the obituary in its entirety. Please accept my sincere apologies for the error.

## Norman Roy Sinclair



Born in Edinburgh on 4th December 1935, of Shetland parents, Norman came from a nautical family. His father was Commodore Master of Currie Line of Leith, his brother David was also Master in the Port Line and his uncles and cousins were all seafaring.

He was educated at George Heriot's school, Edinburgh until 1951 when he attended Leith Nautical College. He commenced his apprenticeship with the Port Line in 1953 and two former Rangers players (George Young and Willie Thornton) signed his indentures. In Port Line he rose through the ranks until his first command of the *Port Lincoln* in 1970.

In 1973 Norman joined the Forth pilotage where he spent 25 happy and rewarding years until his retirement, due to ill health in 1998. He developed cancer which he bore with great courage and fortitude until his death on 31st December 1999, whilst on holiday in Beaulieu, Invernesshire.

His many interests included jazz, shooting, fishing, golf, sailing, rugby, his 'local' and the countryside (Shetland in particular).

Norman leaves a widow, Wendy, to whom he had been married for 41 years, three children, Diane, Kenneth and Graeme, and six grandchildren, who I know will greatly miss his steady hand on the tiller.

Large numbers of friends and colleagues attended his funeral at Warriston Crematorium, Edinburgh, which was indicative of the respect and affection in which he was held.

Calum Macleod

## Harold Geoffrey (Jim) Plummer



Jim, a Liverpool pilot for thirty-eight years, died on 15th July 2000 at the age of seventy-four.

Born in Wallasey, Wirral, on 29th December 1925, he was an old boy of Wirral Grammar School and went on to do sea time as a deck boy aboard the *ms Port Huon*, prior to joining the Liverpool pilot service as a boathand/apprentice in January 1944.

Jim was first licensed in 1950 and was an appropriated pilot for Cunard Brocklebank from 1965 to 1985 (Port Line ships were included - quite a step up from a deck boy). During these years working for Cunard his skills were brought to use on passenger liners and cargo ships, and when Cunard became part of Associated Container Lines he extended his expertise

to the pilotage of the larger container vessels.

Sadly, in 1988 he was obliged to retire from the service due to ill health. In earlier days, as an uncompromising full-back, Jim was instrumental in the "All Stars" football team, playing in matches against teams of apprentices, Manchester pilots, the police and visiting naval vessels. On one occasion he even sought out the help of some Everton FC players which in his words was a "so-called" friendly practice.

Wider interests included a fine knowledge of civil and military aircraft, prompted no doubt by his close relationship to his brother who worked in the aircraft industry in the USA.

Jim was a first-class pilot in every sense of the word. Bound in his unfailing affection for memories of "the job" he also plotted his way through garden, golf course and airport, logging his thoughts on paper, always using nautical euphemisms, and sending missives of help and information to his many friends and acquaintances. His unique style will be remembered with affection by all recipients of those communications.

Unfortunately, his health deteriorated in later years but with devoted attention from his wife Irene and the support of his extended family he bore it as best he could.

He is sorely missed by Irene, the family, friends and colleagues.

John R Thompson  
(Liverpool Pilot rtd)

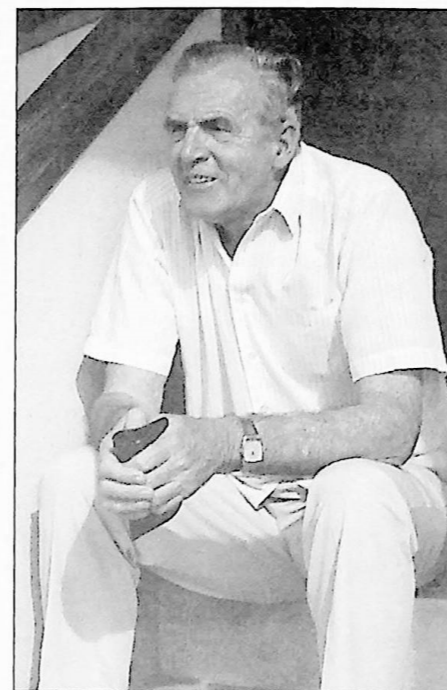
## Duncan Alister Campbell

Alister was born on the 23rd April 1924 in Glasgow. His father was then a teacher at Govan High School. When he was a few months old his father moved back to his native Argyll to become headmaster of Funnace Village School.

Alister had a happy childhood, mucking about in boats, roaming the countryside on his bicycle and playing shinty and football. He became an excellent swimmer and made the headlines in his local paper when he swam across Loch Fyne (just over a mile!) at the age of fourteen.

Alister's love of the sea made him decide to join the Merchant Navy and in April 1940 he was offered a four year apprenticeship with the Donaldson Line. His first voyage was on the *SS Dorelian* from Swansea to Montreal.

He was promoted to Third Officer in 1943. On receipt of his Master's Certificate he was appointed Auxiliary Officer in



1950, then was promoted to Chief Officer in 1952.

He plied the Atlantic during the war, frequently under attack from submarines, but later went to India in the *SS Liverpool*.

His last ship was the *Lakonia*, sailing between Canada and Liverpool before joining the Trinity House Channel Pilots in 1957. Alister loved his job and considered himself very lucky to have been accepted by Trinity House.

He had eleven very happy years of retirement and although he made his annual pilgrimage to Argyllshire, he had come to love Gravesend and decided to remain there, enjoying his other great love, golf, which brought him so much pleasure. Alister had been a member of the Mid Kent Golf Club for more than twenty five years, and was also, since the advent of his sixtieth birthday, a staunch supporter of the Veteran's Section.

Alister had a 'swing' all of his own (not of the accepted style) but one essentially of power, sufficiently honed to enable him to hold the Club's prestigious "Directors Cup". He was also until recent years a member of the Trinity House Pilots Golf Society, having held the "Tom Broome Memorial Cup" on one occasion and runner-up on another. He will be sadly missed by members of both golfing associations, not least of all at the Nineteenth.

Alister was a kind and considerate husband, a loving father to his son and daughter in whom he took great pride, and a doting grandfather to Jamie. He was a loyal friend to those who knew him and he will be greatly missed.

Some lives go on forever in the hearts and minds they touch.

Mrs Betty Campbell

## Pensioners Deceased

May to July 2000

|              |                |
|--------------|----------------|
| BE Caddy     | Weymouth       |
| JL Carver    | Humber         |
| LT Davies    | Penzance       |
| PN Jeanes    | Isle of Wight  |
| I Kennedy    | Liverpool      |
| HG Plummer   | Liverpool      |
| JP Thornhill | London - North |

# GLOBAL MARINER ~ The end or the beginning?

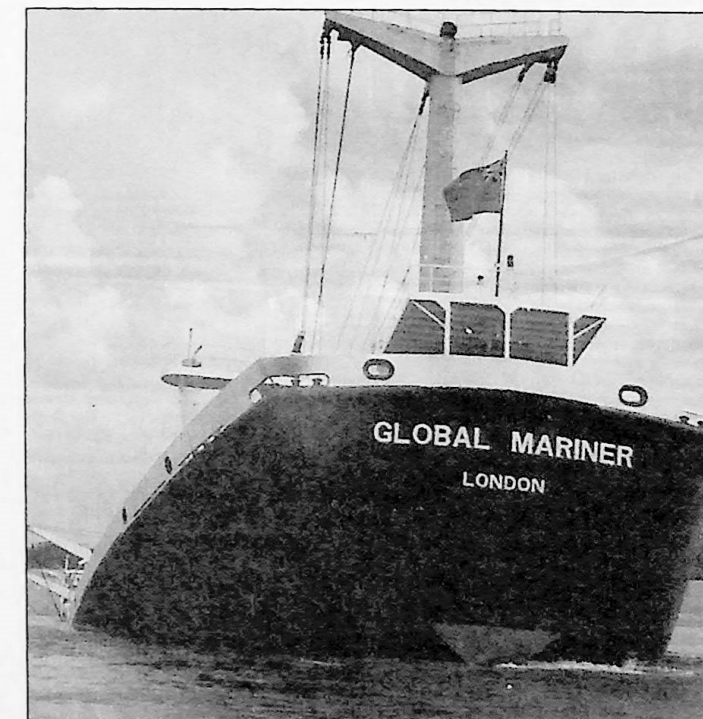
We all remember the 20 month World voyage of the *Global Mariner* chartered by the ITF to highlight the poor conditions endured by many seafarers from around the World but what is less commonly known are the events that occurred following her return to the UK earlier this year. The arrival of the vessel from the triumphant cruise went largely unreported, not least because the voyage had been considered to be of a political nature and coverage of her arrival was thought to constitute a "political" event and thus subject to press restrictions!! Once the "safe arrival party" was over the future of the *Global Mariner* (ex *Ruddbank*) seemed uncertain. Although only 20 years old the conventional design of the vessel, which had made her so successful as an exhibition centre, was considered to be too obsolete to be of any commercial use and the scrap yard appeared to be her next port of call. However, a few stalwarts believed that the vessel could still be put to good use and it was David Livingstone of Clyde Marine who came up with a plan to keep the ship trading as a cadet ship. With her conventional cargo handling equipment and hatches the *Global Mariner* was considered to provide the ideal training environment for practical seamanship, cargo work and navigation. Supported by the ITF, the Glasgow College of Maritime Studies and a few dedicated private companies the ship was commissioned in record time and departed on her maiden voyage in July with a cargo and 7 cadets. That such a project had actually got off the ground in these days of hard nosed bank managers and bottom line accountancy was a truly remarkable feat and it was therefore all the more tragic to learn the news that early in August the ship had collided with another vessel in Venezuela and being loaded with steel coils had sunk almost immediately. Fortunately there was no loss of life and all 35 persons on board (including 3 pilots!) were rescued by a pilot cutter but initial reports indicate that the vessel is a constructive total loss.

As highlighted in this issue, the future supply of officers has reached a critical stage and the concept of the *Global Mariner* as

a cadet training ship was a small step towards addressing the shortage. The initial reports back from the cadets on board were extremely positive and the early signs indicated that the project would be a success. The *Global Mariner* was a remarkable ship but it remains to be seen whether or not another such training ship can be commissioned. Let's hope so!

JCB

Visit the ITF website at: [www.itf-ship.org](http://www.itf-ship.org)



Photograph by courtesy of 'Telegraph' the journal of NUMAST.



# DISTRICT QUARTERLY REPORTS

## Tees

**Retirement:**  
AD Picken 21 April 2000

**Recruitments:**  
M Ellis Licenced 18/4/00  
DP Andrew Licenced 29/6/00

## Forth

**Retirements:**  
FW Kitching July 1999  
M MacLeod August 1999  
D Carmichael February 2000  
SA Hulse July 2000  
J Dougal July 2000

**Recruitment:**  
D Blackhall (ex Cromarty Pilot)  
Authorised July 2000

**Deceased:**  
A Manson  
N Sinclair (retired)

## Humber

**Recruitment:**  
Commenced Training  
P Rosso 20/4/2000  
C Lambert 20/5/2000  
P Stephenson 19/6/2000  
J Harlock 26/6/2000

**Newly Authorised**  
John Slater 15/5/2000

**Deceased:**  
Retired Pilot Keith Ward, of Grimsby, died on 4th September 2000, aged 71.

# THE PILOT

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