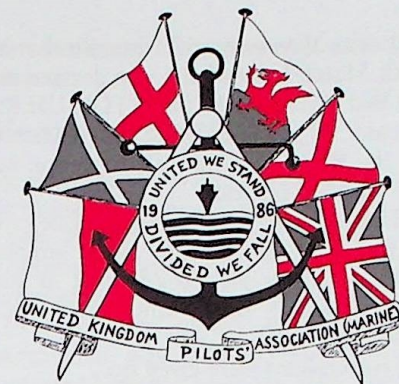


# THE PILOT

July 2000

No.262

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



## Editorial

Worrying news has emerged from Brussels where the EU Commission's Directorate General for Energy and Transport have decided that port services need to be opened up for competition. A draft directive is expected to be drawn up by the end of this year which will cover all aspects of port operations including pilotage. The proposed directive could require ports to have two or more pilotage service providers competing for the pilotage work.

This is not the first time that such a move has been considered but in the past EMPA with the valuable support of Neil Kinnock have been able to successfully prove that pilotage is a public service operated with the safety of shipping and the environment as its primary remit.

It does not take much imagination to realise that introducing such competition could only result in the elimination of the unique role of the pilot as an "independent professional" acting in principle for the ship owner. For example, in marginal conditions no pilot would currently hesitate in recommending that the Master engage an extra tug for berthing in marginal conditions. Given the same situation, but with the knowledge that another pilotage operator was courting that particular ship owner, then it is inevitable that a pilot's judgement would be influenced.

Such competition will inevitably lead to a potentially disastrous erosion of safety parameters. Given the costs involved in running a full pilotage service it is also inevitable that sooner or later one of the competing companies would gain the financial lead and put the others out of business in the same manner that one or two bus companies have all but eliminated the smaller operators around the country.

So, what can we do? As an organisation the UKPA(M) are already lobbying the Commission through EMPA. The UK Major Ports Group (UKMPG) are also extremely concerned by the proposed directive since such competition would appear to conflict with the safety management requirements of the Port Marine Safety Code and they are sending

## AIS - More discussion required?

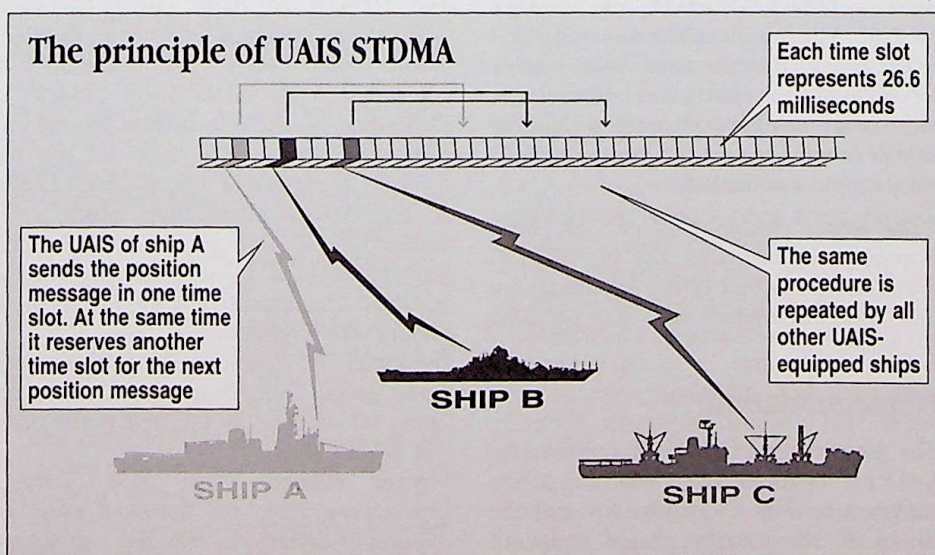
**AIS: Automatic Identification of Shipping.**

**Also known as: UAIS: Universal Automatic Identification of Shipping.**

*Those of you who are members of the Nautical Institute will have already read this article in the July issue of SEAWAYS albeit without the benefit of diagrams. I feel that since one of the "selling points" of AIS is the promise of "remote pilotage" as many pilots as possible should be aware of the forthcoming compulsory fitting of AIS units. The feature is therefore reproduced with the kind permission of SEAWAYS editor, Clare Walsh.*

Considering that AIS is intended to become compulsory equipment under the new SOLAS regulations and is to be phased in between the target dates of 2002 and 2008 there has been very little published in the maritime press concerning the system and how it will work. Until recently my own knowledge of it was limited to three basic facts.

1. It is a VHF based system
2. The equipment specifications have been approved by IMO for inclusion into the forthcoming SOLAS regulations.
3. Proponents of the equipment are claiming that it will facilitate VTS operations and provide the platform for "remote pilotage"\* from a VTS centre.



*At first glance 4,500 slots per minute appears more than adequate for even the busiest waterway but the industry's ambitious plans for it to relay chunks of data about each vessel will eat into that capacity.*

a delegation to detail these concerns to the Commissioners. As individuals it is all too easy to "let the committee deal with it" but this is not enough. With a matter of such importance pilots should consider writing to their MEP, after all if 5 pilots can convince your editor to keep the title of the magazine unchanged,

who knows what 750 pilots could achieve in Europe!!

John Clandillon-Baker  
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 Sandwich, Kent CT13 9HZ  
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 E-Mail: jcb\_pilot@talk21.com



It was therefore with interest that on 27th March I attended a one day seminar entitled "AIS AWARENESS FOR USERS" aboard HQS WELLINGTON, co-hosted by the Royal Institute of Navigation and the Nautical Institute.

Those present consisted of a wide cross section of marine and port interests although, as is all too common at such events, serving ships' officers were in a minority.

Presentations were given by:  
**Marine Data Systems Ltd. (MDS)**  
**Marine Coastguard Agency (MCA)**  
**Defence Evaluation and Research Agency (DERA)** [a section of the MOD.]  
**Trinity House**

The above groups detailed the principles and technical details of the system and equipment involved. The following represents my own personal interpretation of the Seminar.

**Equipment:**

The shipboard and shore station equipment consists of a box containing two (one as a reserve back up) fully synthesised VHF transmitter and receiver units capable of operating on any frequency within the marine band (136-174 MHz). Two VHF channels within this band have been allocated for intership transponder use by the International Telecommunications Union (ITU) namely AIS1 (161.975Mhz) and AIS2 (162.025Mhz). If these become overloaded or are allocated to alternative usage within any area then the system will be switchable to another available channel within the marine band. The unit also contains a GPS receiver and a computer.

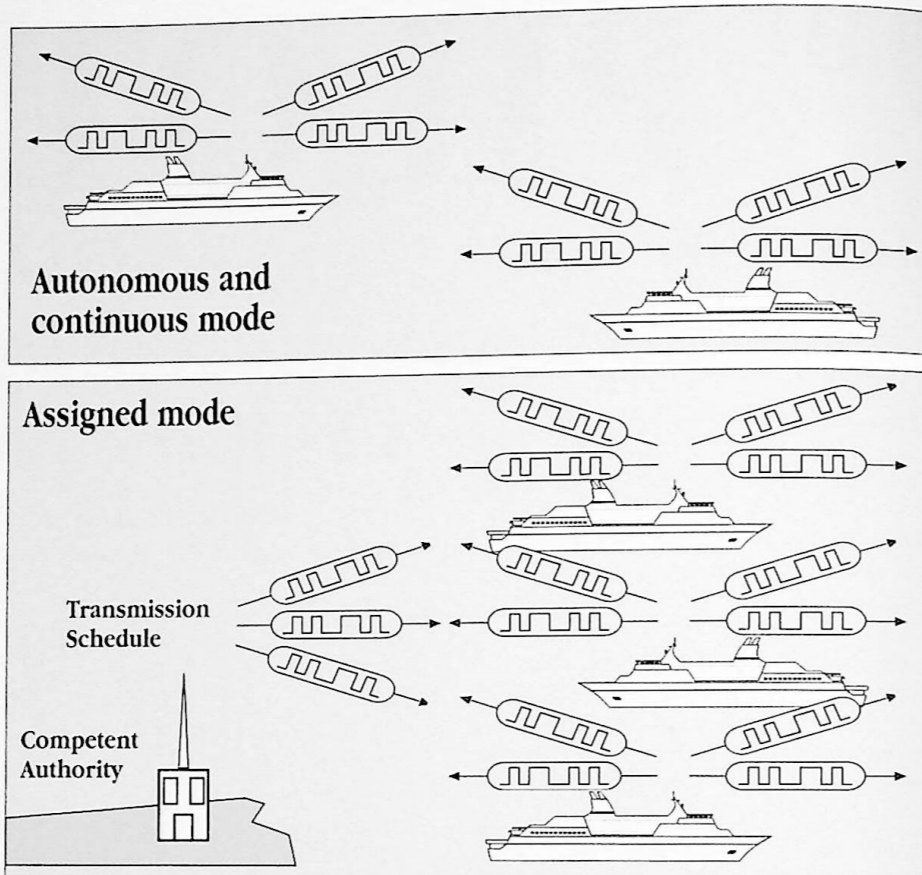
*"The term "remote pilotage" has been deemed inappropriate by the DETR. However to the best of my knowledge no acceptable alternative term has yet been proposed.*

**Implementation:**

The specifications have been approved by IMO for inclusion into Chapter 5 of the forthcoming SOLAS regulations and the fitting of AIS is to be phased in for all SOLAS vessels over 300GRT between 2002 and 2008. (These are proposed target dates and with type approval from the International Electrotechnical Commission still to be granted they may not be achievable). Once operational it is anticipated that non-SOLAS vessels will appreciate the advantages of the system and fit basic AIS equipment on a voluntary basis once the system is fully implemented.

**Basic principle of operation:**

Each station transmits data in pulses on the VHF frequency and any station within



VHF range will be able to receive the information and display it either on the radar, ECDIS or a dedicated display. The system can therefore be used for ship to ship and ship to shore (4S) identification and transfer of data. Using the two channels the system is designed to provide about 4500 slots per minute for transmission of information "blocks". Depending on the information required a ship will require more than one slot to transmit the relevant information. There are four types of information "block".  
**Static:** this will probably consist of Name, Callsign, IMO & MMSI numbers, Length & Draft. The information will be repeated about every 6 minutes.  
**Dynamic:** GPS Position, Course and Speed made good, Gyro heading and Rate of Turn. Information is updated every time slot or on request.  
**Voyage related:** Ship type, Cargo, Destination, ETA etc. Repeated every 6 minutes or updated as required.  
**Short Messages:** Safety related transmitted as required.

*Note: There is currently no requirement for vessels to carry GPS or DGPS. As I understand it the GPS receiver to be incorporated into the AIS unit will be of low grade with the primary function of controlling the timer of the unit.*

The system will operate in 3 different modes:

**Autonomous and Continuous**

When a vessel is at sea it will be operating in this mode and will transmit basic static and dynamic data, which can be displayed

and read by other stations within VHF range. The transponder monitors other transmissions and transmits when there is a clear slot between other transmissions.

**Assigned mode**

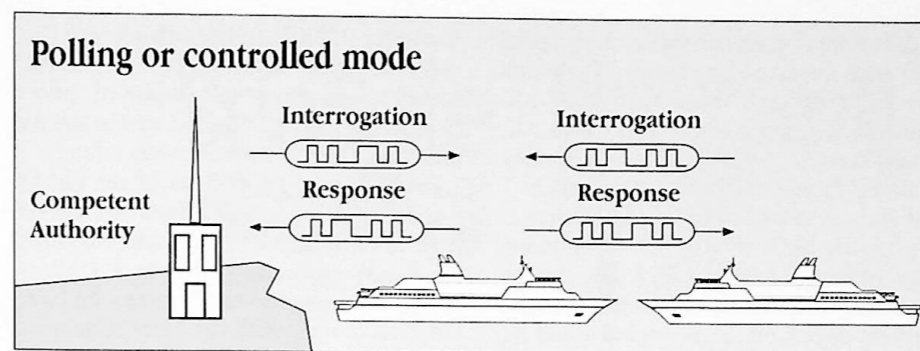
Upon entering a VTS area the transmissions will be automatically controlled by the shore base station and assigned a slot to link in with other traffic. Ship to shore transmissions will normally take place on a dedicated port frequency different from the AIS 1 & 2 intership frequencies. When a ship enters a port area it will be requested to switch AIS operation to that channel by the polling mode.

**Polled or Controlled mode**

The shore station automatically interrogates the other station and requests specific information and advises the port working frequency to be worked. Operation in this mode may possibly take place on Channel 70 in the form of a DSC short message in order not to conflict with the other modes.

**Practical Operation**

**Ship to Ship:** The system displays the static and dynamic information of other shipping within VHF range and the advantage of the system is that it will work in heavy clutter and radar shadow sectors such as behind a headland. Interestingly, opinions of the serving officers present at the seminar differed as to the merits of positive identification of shipping. The short sea traders could see distinct advantages in being able to identify the "Port Hand



Charlie" whereas a deep sea officer was of the opinion that what was required was not more excuses for VHF conversations but for shipping to obey the COLREGS. The point was also raised that the existing COLREGS made no provision for VHF conversations! There was however a general consensus of opinion that with their identity being beamed out continuously watch-keepers would tend to be more vigilant!

**Ship to Shore:** The advantages here are more obvious since AIS will remove the need for vessels to report to shore stations with their details or to update their position passing reporting points. VHF conversations will thus be minimised. The promoters of the system claim that it will be able to handle around 400 ships. The dynamic information received is expected to provide sufficient information for a more positive interaction between a VTS centre and shipping and thus reduce the requirement for compulsory pilotage. The system could also be used to re-transmit VTS radar positions of vessels not fitted with AIS to shipping to enable these to be displayed on a vessel's ECDIS or pilot laptop display. (Currently it is not possible for this VTS information to be received and displayed as vectors. i.e. a moving vessel will appear as a spot that will jump each time the signal is transmitted.)

**Acknowledged weaknesses of the system**

Whilst the IMO have approved the performance standard and the International

Telecommunications Union (ITU) have approved the technical characteristics of the system there is still work to be completed by the International Electrotechnical Commission (IEC) before the equipment can be introduced. IEC is responsible for the International equipment standards, which will provide the type approval of the equipment. It includes such items as: Test specifications, data transfer standards, compatibility connections with bridge equipment and display recommendations. This standard, which will provide the precise information for manufacturers, is currently being drafted but is not expected to be completed before 2001.

There is not yet full international acceptance of the two VHF frequencies. The USA in particular has allocated one of the frequencies for other usage and is concerned about interference.

Sea trials of the equipment have been fairly limited and have not involved more than 10 vessels equipped with the system.

AIS is not compatible with existing bridge equipment which will probably result in its becoming yet another stand alone PC bolted onto the end of the chart table. The ship owner will undoubtedly be reluctant to invest in new radar/ECDIS units until the system is fully operational.

The carriage of GPS /DGPS is not yet compulsory. Carriage of ECDIS is also not compulsory and at present to the best of my knowledge no ECDIS has yet been approved for navigation usage.

The exact manner in which vessels will be polled and switched to a port frequency has yet to be agreed.

Correct correlation between the radar and AIS targets can also be a problem. Trials in one port have resulted in "impossible" vector swap of the AIS vector onto an incorrect adjacent radar vector. Whilst this is probably a result of a solvable software problem within the VTS it serves to highlight the compatibility problems and confirm the fact that VTS centres will also have to be upgraded in order to achieve compatibility.

Live trials at various locations have suffered from interference

from irrelevant transmissions outside the test area.

**Discussion points:**

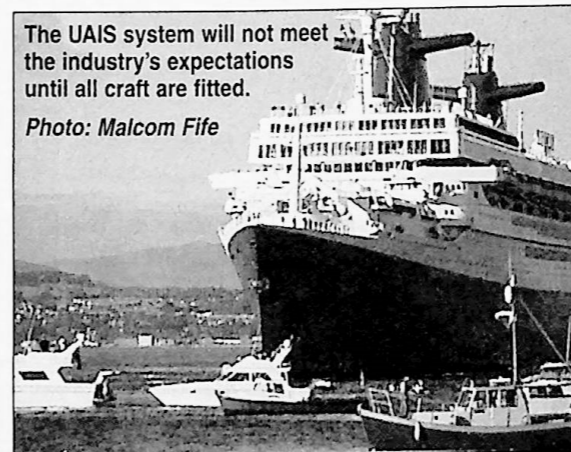
The presentations were followed by a lively discussion covering many aspects of the system but of particular note were the problems associated with VHF transmissions. As one who has worked in a VTS centre, one of the major problems encountered was with interference from unwanted VHF transmissions from outside our own coverage area, sometimes from stations well over one hundred miles away. Such interference could easily obliterate transmissions from vessels within our district. Other climatic conditions can cause other reception anomalies. Concern was expressed by several of those present that the system could be overloaded by such unwanted interference. The experts acknowledged the problems associated with VHF propagation but were confident that the equipment would be capable of filtering out unwanted transmissions from remote stations in order to prevent system overloading. I questioned whether this filtering could be achieved other than by eliminating weaker signals which may not be the most remote. I remain unconvinced that any other method is achievable.

Another point raised was the fact that since the update of heading/rate of turn information is not possible to be continuously transmitted, what was the anticipated update frequency of this information? With normal conditions it was anticipated that this should be achievable approximately every 2 seconds. There was some concern as to whether or not such irregular and possibly unpredictable update rates could provide an effective basis for "remote pilotage".

The seminar ended by a general opinion of AIS being sought from those present. The response appeared to indicate that the implementation timetable was unrealistically optimistic and that more research would be needed before the effectiveness of the system could be guaranteed.

My own knowledge is far from complete and there are many aspects of the system which still leave me somewhat confused. Time for the experts to educate us I think?

More of these seminars are planned at the main Nautical colleges around the country during the next few months. Whilst the details of these seminars are still to be finalised I understand that these will be mainly for the benefit of deck officers attending courses and may not follow the open format of the HQS Wellington event. If you are interested it may be worth contacting your local college for further information.





# PENSION NEWS

In last quarter's edition there was an omission due to some incompatibility between computers, wonderful things though they are.

Although we have not had any queries from you, just to set the record straight, the internet address of Equitable Life that had failed to appear at the end of the last paragraph covering the AVC investment options for contributions is

<http://avc.equitable.co.uk/wub>

Whilst on the subject of the

## AVC scheme

Debbie Marten will be sending out renewal and joining forms in the next few weeks. If you do not already belong to the AVC Scheme but have not yet asked for details, do please contact Debbie as soon as possible.

## Expression of wish forms

Most of you have completed an expression of wish form to guide the trustees should a capital sum death benefit become payable.

In most cases the trustees would exercise their discretion in favour of the widow, but there might be personal reasons why this is not always the best option.

The capital sum payment, payable under discretionary trust, does not form part of the member's estate and there is no inheritance tax liability. However if a

widow were to receive a substantial capital sum and were to die shortly afterwards leaving an estate of more than £234,000 (during the current fiscal year) then tax would become payable before the residue could be distributed to her beneficiaries.

If the member had expressed a wish that any death benefit should be divided between his widow and their children or other dependants then, subject to the trustees' discretion, some capital could be paid directly and thus not form any part of the widow's estate.

Depending upon your situation, it might be helpful to seek financial advice in certain circumstances before an expression of wish form is either completed or amended.

## Annual report and accounts

You should have received your copy of the Fund's annual report and accounts for the year ended 31 December 1999. If you have not done so do please let us know.

The twenty-sixth annual report includes an outline of the changes in the level of contribution and in two benefits that were notified in greater detail to all members last autumn. As mentioned in the annual report, copies of the latest actuarial valuation are available to members and participating harbour authorities. Just write to us at New Premier House to order a copy.

## Trustee board changes

As many of you will know, the chairmanship of the trustee board changes every three years from those elected through the UKPA(M) and those appointed by the Association of Participating Bodies in the Pilots' National Pension Fund. In February 2000 the chairmanship passed back to the pilots and Geoffrey Topp was appointed Chairman, for the second time. Geoff originally took over the chairmanship from Paul Hames in November 1994 and he became Deputy Chairman in February 1997. Geoff's place as Deputy Chairman was taken over by Geoffrey Ellis, Chief Financial Officer at the Port of London Authority.

## Timely payment of PNPf contributions

Until recently, it has been a criminal offence for employers to withhold members' pension scheme contributions that should have been paid to the scheme by the nineteenth of the month following their deduction. The criminality aspect has been altered to one of a civil offence, thus making it easier and quicker for the Occupational Pensions Regulatory

Authority (OPRA) to fine offenders.

Whilst this applies to employers, contributions from self-employed pilots have to be paid by the end of the month following the one to which they relate.

Following the production of the Fund's first Schedule of Contributions (set out on page 25 of the annual report and accounts) the Fund's auditors will, from 1 January 2000, be required to name those who have failed to comply with the dates shown on the Schedule. The details will form part of the auditors' report that appears in every set of accounts. Fines might follow so please ensure that all contributions are received before the due date (allowing extra time if the end of the month falls at a weekend).

## Self-assessment tax forms for retired pilots and widows

Some of you might have received a self-assessment tax form to complete and you might be wondering where to start. There is help available, from the Help the Aged Tax Services (first mentioned in my article for the October 1998 edition of The Pilot).

The price of the service is £75 for a qualified tax specialist to complete your return, with a 90-day, no quibble, money back guarantee. An independent tax expert also checks the return to make sure that nothing has been overlooked. If your tax situation is more complex then a higher fee might apply but it would be agreed in advance.

To find out more about the service, you can call FREEPHONE 0800 056 55 35

Enjoy the summer!

Jan Lemon

e-mail address: [pnpf@hotmail.com](mailto:pnpf@hotmail.com)

## Retirements

February to April 2000

D Carmichael	Forth Feb 2000
RER Moody	Medway Mar 2000
D Pearson	London - West Feb 2000
DK Richardson	Humber Mar 2000
P Sparkes	South East Wales Mar 2000
RCG Sprange	Bristol Mar 2000
KW Tinkler	Liverpool Apr 2000

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Website: [www.seasafe.co.uk](http://www.seasafe.co.uk)

## 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



# Coastlines

## A Pilot's Destiny

Some thirty years ago I was a young third class Pilot (a 'Tonner', in local parlance) in the Port of Liverpool, when the Pilot Service still operated cruising Pilot cutters which kept station off Point Lynas, Anglesey and Liverpool Bar.

Ships were becoming better at giving ETAs and the Service made efforts to reduce the time 'wasted' by Pilots waiting for inward vessels on the cutters. Nevertheless, Pilots still spent many hours, even days, cruising around the Irish Sea scanning the western horizon with a brass telescope, trying to find that lovely little 'goer', a Spanish fruit boat for Queen's dock perhaps, which would race up with the flood and catch the tide or, more likely in my case a little Irish collier which had missed the tide for Garston.

In the circumstances, Pilots spent many hours talking about the past, recycling stories of ships, Pilots long gone, and incidents of yore which lingered on in the collective memory. Most of these yarns had a point somewhere, and by listening to these stories one learnt many things which are still relevant to one's daily life on the river.

One of the epigrams which some of the 'Full Hands' (First Class Pilots) used to impress upon the 'Junior Rips' (young Pilots who were to be kept firmly in their place) was the slogan "A Pilot's destiny is in his own hands". As memory serves, this arose from a court case, presumably involving a Liverpool Pilot, from the nineteenth century. The case concerned the weather conditions for boarding a Pilot, and the condition of the ladder which the ship used for boarding.

The Judge in his summing up used the phrase "A Pilot's destiny is in his own hands". This meant that, ultimately, it was the Pilot who decided if it was fit to climb a ladder, board a vessel or go down a gangway. Thus it was often impressed upon me by senior and highly experienced colleagues, "Listen here, son (anyone with hair was 'son'), no one can make you go up a pilot ladder, or down a gangway. If you don't think it's fit, then don't go. Wait until they make a decent lee. If you get injured it's no use saying it was too bad to board. They will just say it was your own fault, and you should have known better. Don't forget, "A Pilot's destiny is in his own hands".

The difficulties and dangers of boarding ships will always be part of a Pilot's life, and I have often thought of those words. In today's commercial world, the pressure is always there to take more chances, to work in that extra force of wind. But an uneasy thought has niggled me in recent years. Did this court case ever take place? If so, does

anyone know where and when the famous words were uttered. Will it always be true that "The Pilot's destiny is in his own hands"?

Ray Eades (Humber Pilot)

*This article is most timely since one of my colleagues has sent me a bulletin from the UK P&I Club entitled Ship's Liability in Pilot Injury Cases. This bulletin details a ruling by the supreme court in France. Interpreting the legal definition that a "ship owner must bear all costs and expenses for injury caused to a pilot except where it can be proved that the pilot was negligent" the French court has analysed the term negligent.*

*In the case in question a pilot was injured whilst disembarking from a vessel in marginal conditions. The court found the pilot 2/3rds to blame because he had wrongfully appreciated the danger of disembarking in such conditions and was thus negligent. The Master was found 1/3 negligent because he failed to prevent the pilot from attempting to disembark!*

*The full text of this release can be found at: [www.ukpandi.com/ukpandi/3pib/3pib99.html](http://www.ukpandi.com/ukpandi/3pib/3pib99.html)*

## Sinking of Niceto de Larrinaga

I had paid off *British Grenadier* at Old Kilpatrick on the Clyde in May 1940 and joined *Niceto de Larrinaga* at Leith with AB Rating. We did a voyage to the River Plate and were 90 days from loading port to discharge port crossing the Atlantic three times and saw HMS *Malaya* torpedoed by a U-Boat and survive the attack with a large hole below the water line just forward of her armour plating. This was easily visible when she pitched to the head swell.

The *Niceto* was torpedoed in convoy on September 22nd 1941 on a homeward voyage from West Africa with at least two other Elder Dempster ships to which company ours had been chartered. Fortunately the weather in the vicinity of the Azores was good and most of the crew got into lifeboats. Later we were picked up by HMS *Lulworth*, one of the convoy escorts and an ex US Coastguard Cutter. Two men were lost, one by diving into the sea in darkness and striking heavy flotsam. My father had read in a Sunday newspaper that fifteen of the crew had been landed in the Azores by a convoy escort and with our crew numbering roughly double that my father did not rate my chances of survival too highly.

We were well looked after on *Lulworth*, well fed and warm and all given jobs to do. I helped in the sick bay where one of our crew had a deep flesh wound in the thigh. Also on board HMS *Lulworth* were survivors from a Harrison of Liverpool sinking who had been ten days in a ship's lifeboat and had sailed 600 miles before being picked up.

We were aboard our rescue vessel for another ten days escorting the convoy home and were often disturbed but glad to put up with guns firing star shells and depth charges being dropped. We landed at Londonderry and got kitted out with survival clothes and made welcome by the Shipwrecked Mariners' Society and the Mission to Seamen.

I was pleased to see my family on arrival home and was made very welcome by them and all my relatives and friends. They had suffered air raids on a comparatively small scale with the Great North Road, the LNER and the three bridges across the River Tweed the targets.

I had been encouraged by the Junior Officers of *Niceto de Larrinaga* to try for a 2nd Mate's Certificate and studied at the Nautical College Leith and passed in February 1942.

Thomas Douglas Hettle



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

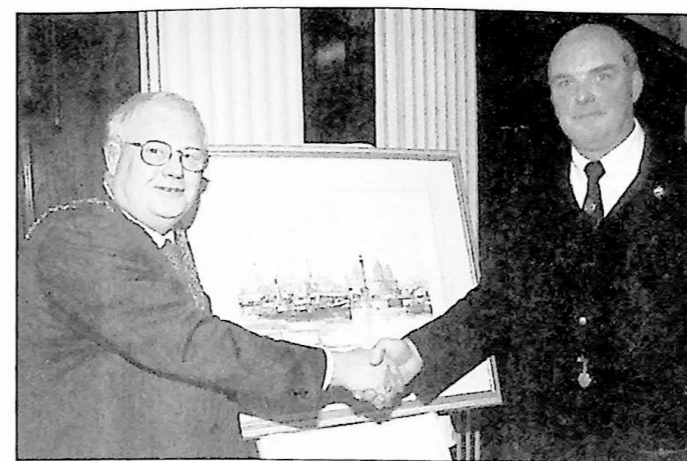


Designed with the advice of pilots the Viking Jacket:

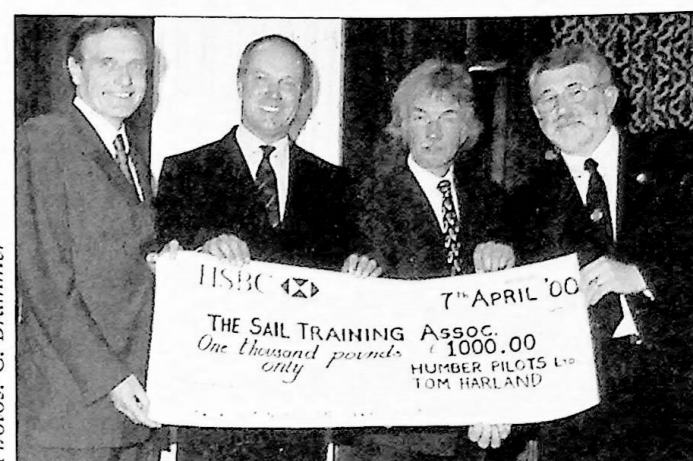
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e-mail: [dan@danfellows.co.uk](mailto:dan@danfellows.co.uk)



Photos: C. Brammer



Above left: John Simpson, on behalf of Humber Pilots Ltd, presenting the painting "Outward Bound from Kingston-upon-Hull" to Brian Wilkinson the Lord Mayor of Kingston-upon-Hull (Admiral of the Humber).

Above: Brian Hudson (STA), Mr G Gibbard (STA), Tom Harland (Artist) and Alan Duckworth (Pilot). Presentation of cheque for £1000 to sponsor young peoples sailing trips.

## HUMBER PILOTS 200

May 1st marked the official end to the Humber pilots 200th anniversary but as a result of the success of the celebrations and the on-going enthusiasm of the organisers and participants further events are planned for the rest of the year.

April saw 3 major events whereby £2000 was raised to aid the local branch of the Sail Training Association and included the showing of a television documentary of the Humber pilots at work by Yorkshire Television. YTV were very pleased with the viewing figures for the documentary, which apparently caused a record defection from Eastenders!

The annual retired pilots dinner was held on 4th April and organisers Tony Herbert and Dave Hunter ensured that a memorable night was had by all the 160 pilots and guests who attended. Following a speech by Geoff. Druett, producer of the YTV documentary, the evening was rounded off by a toast to the "future of the Humber Pilot Service".

On the 7th April Brian Wilkinson, the Lord Mayor of Kingston Upon Hull and Admiral of the Humber, hosted a civic reception in honour of the Humber pilots. Held in the magnificent Guildhall with the pilot flag flying above, the 200 guests were greeted by a guard of honour formed by cadets from the Trinity House Navigation School dressed in traditional 18th century uniform. The guest list included two former Chairmen of the UKPA(M) namely Frank Berry OBE and Clive Wilkin OBE. Other guests included representatives from shipping companies, agencies and many other local civic and marine related bodies. Regrettably the Harbour Master declined to attend and other Harbour Authority representatives were unavailable for the event.

The painting by local artist Tom Harland representing the pilot cutter *Commander Cawley* entitled "Outward bound from Kingston upon Hull" was presented to the Mayor, Brian Wilkinson, and was gratefully received in trust for the City. It now forms part of the permanent display in the City's Maritime Museum for all to enjoy.

A sale of signed, limited edition prints of the above raised the generous sum of £1000 which was presented to the Humberside representatives of the Sail Training Association. Part of this sum was donated by Tom Harland from his proceeds from the sale. The Bellini Quartet, one of whose members is the daughter of pilot Jeremy Walker, provided the appropriate music and thanks were given to Alan Duckworth who organised the guest list.

The month of celebration ended with the Pilots' bicentennial ball on the 29th April. At this event attended by 350 guests a further charity sale resulted in another cheque for £1000 to the STA which was presented to them outside the "Pilot Office" building by a group representing four generations of Humber pilots.

Copies of the print can be ordered from Tom Harland : 01482 632028. Copies of the video are available from the Humber Pilots: 01482 627755. Cost £12



Left to Right: Receiving Cheque, Brian Gibbard, Chairman N. Humberside STA, Retired Commodore of pilots, ex UKPA(M) Chairman Clive Wilkin OBE, Vice Chairman Humber Pilots Mike Kelly, Retired Commodore of pilots and ex Chairman UKPA(M) Frank Berry OBE and Humber Pilot Tony Herbert, organiser of the Bicentennial Ball.

Photo by courtesy of Hull Daily Mail

# DAS

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



# Memories of John Raddings 1910 ~ 1999

By David Raddings

## Part 2: The Long and Winding Roads

My father started his life in pilotage when he was indentured and bound for six years as a Pilot Apprentice to the Humber Conservancy in June 1925 at the age of 15. His pre-sea education had been at both the Hull Grammar and The Hull Nautical schools. His mother insisted he should not go to sea since having been widowed at 31 the shock of losing her husband (aged 36), along with all his crew, had been profound. The ketch *Princess*, to which he had been Captain/Owner, was lost without trace and it was presumed the vessel had floundered in an east coast storm in March 1917. Until then the family's fortunes had been looking good, as John senior had just acquired a schooner, the *Charlotte Kilner*. Whether she did not wish her son to be far from home when bringing up two daughters and caring for her ageing father, or simply did not wish him to risk life and limb at sea I do not know. I presume she needed him to help out at home since the slump of the twenties would have made life extremely difficult. The call of the sea in his veins was however too strong, so the compromise of the pilotage service was agreed. However, if had it been for the fear of losing him to the sea, she probably did not realise the risks involved in jumping on or off a pilot ladder from a rocking boat on a stormy night! His basic seamanship knowledge would have been complemented when, after completing his apprenticeship he had to have a year square rigging as part of the requirements to becoming a Pilot. It was therefore in 1931 he sailed before the mast on one of the few remaining coastal sailing ships, a tops'l schooner named *Jane Banks*. Being aboard the *Jane Banks* must have been the proving ground for his basic seamanship knowledge, his skills handling rope and canvas, working with palm and needle were indeed a sight to be seen. His prowess in knots and splicing would be displayed in his bell lanyards and for those without a ship's bell, he could make the most elaborate toilet pull you could imagine! This undoubtedly suited his sense of humour and of course the craving to fashion rope. The expression "fingers like marlin spikes" was surely true in his case. From starting a pilot 7 years had to be served before finally going deep-sea to gain enough sea time in order to sit for 2nd mates E.G. To achieve this he served just over a year 'foreign going', trading between the UK, South Africa and India. In 1934, shortly after passing 2nd mates he returned to coastal waters, working for Horlock's of Mistley serving as mate for 8 months before being promoted Master of the SS *Ipswich*



*Trader*. In 1938 he was accepted into the Humber pilotage service. His experience gained in Horlocks was greatly appreciated and without doubt it became the foundation for his ship handling expertise. As a compliment to ship handling he also learnt the nuances of many UK ports, from Scotland down to the Channel Islands and across the N Sea to Holland, doing his own pilotage, all of which would be with him throughout his working life.

Not only did he learn the geography of the ports he visited he also learnt Dutch and became well versed in all UK dialects and he often gave monologues during the many dinner engagements that he attended. When the audience deciphered what he was saying, he would have them continually falling about laughing and to everyone's pleasure he carried on telling these stories until the age of 87. There was a common denominator in his voyages in the *Jane Banks* and the *Ipswich Trader*, and that was Cornwall, namely Par but more importantly for me at least, Charlestown. Becoming quite involved with the community in Par his friends would bring him a huge fresh home baked Cornish pasty every Friday. In Charlestown he met the post-mistress whom he eventually married in 1940.

He was the eternal optimist (bought a lottery ticket every week) and as if to prove life still goes on even in war, as well as marrying in 1940, they also bought a home together for the princely sum of £750. Typically he tried to ensure the safety of the house against bomb-blast, making wooden shutters as an addition to the normal blast prevention tactics. With bombs falling everywhere they began to build their lives together and in 1942 my elder brother, John jnr was born. Of his war-time experiences

he would recall seeing ships being blown up by mines, with a subsequent and inevitable loss of ship, crew and colleagues. Due to the inconsistency of shipping, most ships would arrive in convoy and pay for the self-employed river pilot was very inconsistent, either all or nothing. At one point he took part-time work in the building trade, work which no doubt helped with coastal fortifications.

On one occasion the MOD was desperate to have a deep loaded ammunition carrying Liberty ship brought in at night in the blackout, a horrendous trip by all accounts. In today's world where we seem to be suffering night-light pollution a complete blackout is hardly quantifiable and to add to the difficulty there were very few marks/buoys. Night-time piloting was normally not undertaken (whoopee!) but he was the first turn pilot. The extraordinary job had been sanctioned because the powers that be were desperate for whatever was aboard the ship. I often wonder what she may have been carrying, was it high explosives for the Dam Busters raid, or perhaps a box of Winston's Havana's! Whatever it was, he said he only ever did it the once!

Another exploit was when he ran up onto the flying bridge of the cutter to grab the flack gun and have a pot at Gerry as a plane came in low for a sortie to shoot-up the cutter and occupants before returning to Germany. I can imagine the plane coming in low and very close, so close in fact both air and sea pilots would be looking at each other through their respective gun aiming sights. Sea Pilot then let loose ... pop, pop, pop ... nothing!! Unfortunately someone had forgotten to replenish the magazine. As the plane zoomed through the rigging the air pilot did not realise how lucky he had been, as with eyes as true and straight as my father's, Luftwaffe Liddel, instead of eating tinned frankfurters would surely have been eating lead.

Throughout most of his time as a pilot he was characterised by wearing a black uniform cap, a black oilskin, riding a black three-speed Raleigh bike and carrying a case on his back. Wherever he went the bike would surely go. Joining a ship from the cutter he would shout up to the AB on deck to throw a heaving line down, which the AB naturally thought was for Pilot's bag. You can imagine the AB's astonishment at the pilot tying on the black three-speed Raleigh, which would precede father's ascent. What better way to get home quickly after docking as it was

strictly no taxis in those days!

The black oilskin was another story and lifesaver! In 1970 at the age of 60, he was being boarded late at night on a collier. Seeing the ladder hung over the side and with the inevitable slowness of shipboard crew in attendance at this hour, he decided to climb the ladder (without bike). As he climbed onto the ladder the top flipped over the gunwale with the result that the loose ends of rope-tie passed him by as he fell towards the water. The launch, in the confusion of darkness had come to the wrong ship! With extreme difficulty he was recovered and with the inevitable story that followed, apart from him saying, "I thought I was a gonna", he said, "if it hadn't been for the air trapped between me and the oilskin, I surely would have...". Soon after this Pilots were issued with 'black' Sea-Safe coats.

Cutter life could be rather frustrating, waiting for the next job to turn up. The hours were passed mundanely at meal times, but the most popular of pastimes were playing cards, keeping a watch on the bridge and taking turns with the horrendous stories on pilotage and with luck these would be embellished with the aid of appropriate liquid refreshment that a ship's captain had bestowed upon his pilot in appreciation of the nightmare they had been through together! In good weather the cutter usually anchored about 7cables SSW of the Spurn Light Ship on an 8m patch, which although not the biggest of sand banks was probably the first and biggest bottle bank of its kind! This was a good spot for fishing, mainly for dabs, but also mackerel when in season. My father caught the largest fish ever off the Pilot Cutter when he caught a Tope. To my knowledge the shark like creature weighed 20kilos and after being hooked and played into the cutters side his knuckles were all knocked, cut and bruised like a boxer's, winding in a fighting fish on a primitive 8 inch reel. Because of its sheer size, a man-overboard procedure was initiated; i.e. in a frenzy of eager activity, all hands and the cook, including the ships cat, licking its lips and together with a twinkle in its eye, jumped into the boarding boat to aid recovery. I can imagine recovering a Tope was not as easy as a man overboard, which in turn is hardly easy, but with a thrashing of tail and an eagerness to bite any adversary it must have been fun. To the glee of everyone, more especially to my father, the catch was hove aboard and while he nearly broke his arm lifting it up, proudly displaying the prize, someone took the appropriate photo for posterity.

At that time Humber Pilots had an appropriation system and because he had a bad mark on his record my father was passed over on more than one occasion. Finally when his turn did come about and

he was offered "the appropriation" the position was declined. Eventually "appropriation" (described by my father as "an ugly and divisive system") was ended.

My Mother played a vital part in our lives devoting her life to us all, being very compassionate, supportive and loving. Enduring the three of us was not easy and to say the marriage blossomed throughout the whole of their 44 years together would hardly be correct, but mutual respect and loyalty meant divorce would never have been considered. I suppose waiting with a nice hot meal for a busy husband working away in his garage over many years did not help, the meal would be passed it's prime by the time he was ready eat. Totally engrossed in his work he would rush in, eat his meal and return to garage with a pint-pot of tea or coffee back to the job in hand, where he would continue, probably knee deep in sawdust and wood shavings, until the phone went to call him for work.

Of course life does not always go the way you want and on one such occasion the storm clouds rolled in over the household when my brother decided he was going to buy a motorbike. A long and protracted argument ensued about parental fears and dangers of these two-wheeled monsters. At the 11th hour father capitulated and offered to throw in a fiver to help buy the £50 bike. Not ready to accept total defeat at 53 he took up biking himself and having passed the test he sped off down the Beeford straight to Bridlington on John jnr's sparkling, Triumph 500 twin (5-TA) doing the ton and yelling, "what a way to go!" Perhaps today this would not seem too out of the ordinary, but it certainly was nearly 40 years ago. Perhaps it was not so surprising for him, for at well over 70 he would be up on the roof pointing ridge tiles and funnel.

Retiring at the age of 65 in 1975 he was offered and accepted part-time work sailing with a local dredging firm in their various craft. The job entailed going around the whole of the UK including Ireland, doing the navigation and piloting, which he fully enjoyed for at least another 10 years. Back to pitting his wits against the elements of wind and water, able to continue his lifetime work in a part-time capacity, once again docking a floating object was obviously marvellous. Visiting the many coastal ports he once knew and remembered so well was an added bonus and whilst thoroughly enjoying the comradeship of onboard life he was able to learn the new skill of dredging. Recently at our retired pilots dinner, where we successfully celebrated the 200th anniversary of the Humber Pilot Act, "young" Terry Palmer of the Trent and Humber, about to retire, shared his experiences doing the odd west coast dredging run with him, saying he was



The 20kilo Tope!

simply amazed that he knew all the courses and distances between the ports and headlands without reference.

At 82 the old faithful black Raleigh three-speed bike began to throw him too regularly as he went about the daily chores of shopping, or picking up pension, his balance beginning to fail and the bike was duly retired. He moved to a bungalow after pressure, our fears that he would fall down the stairs uppermost on our minds. His knee also began to cease up and we therefore dragged him screaming and kicking (with his one good leg) to his new home. Understandably the reluctance to leave the memories of over 50 years in one house cannot have been easy. Fortunately friends and family, including pilots to whom I am eternally grateful, rallied around in his real hour of need, picking him up and taking him to the various events he could attend. Twice weekly he would visit the Hop Pole, the local unofficial Club and hostelry for Pilots, where he was able to continue in his life-long role regaling his stories, waving his walking stick in the air for special effects. Fortunately his colleagues ensured that his alcohol intake was strictly measured so he wouldn't topple over when he got to his feet!

Sadly in January this year a short illness took over events and the reason why I have written this tale with so much pride was that above all else he never gave up. The last coherent words he said to me were, "I wish I was still a Pilot".

John Raddings, a Pilot to the end

*P.S. In a simple ceremony in mid June, David and his brother John scattered their father's ashes off Spurn Point from the Spurn pilot cutter. A farewell libation in his memory was later held in the local "hostelry" with pilots and colleagues.*



# Liverpool Pilotage Service 1966

This article was first published in September 1966 by the Liverpool Post Office "Sport and Social" magazine.

"Your true pilot cares nothing about anything on earth but the river. The pride in his occupation surpasses the pride of Kings"

Mark Twain

Words spoken by the most famous pilot of all time.

Our own River Mersey also ranks among the most dangerous stretches of water, frequented by ships of the world in their many varying forms.

In 1766 the first Liverpool Pilotage Act was passed: "For the better regulation of Pilots for the conducting of vessels into and out of the Port of Liverpool". Until 1766 the Pilots had offered their services to Masters under a freelance system.

Service is provided by 3 Pilot cutters each of about 750 tons, 2 Launches for high speed runs to the Bar and one small river Launch.

The training of apprentice Pilots plays an important part in the efficiency of the Liverpool Pilot Service. Scholastically, four GCE passes are required. Other essential qualifications apart from the scholastic standard, are physical fitness, eyesight to the standard of the MoT sight test, a swimming certificate and a high standard of mental alertness.

During his apprenticeship a potential Pilot will be required to reach a set standard for his yearly examinations. All the examinations conducted by the Pilotage Authority will be oral, before an examination Committee formed by Senior Pilots and Hydrographical experts of the Port. Whilst serving as an Apprentice, he starts on the long road to becoming a much respected figure in the Maritime world and in the next 5 to 7 years, learns all the buoys, beacons, banks, wrecks, courses and tidal sets, in the area extending from St Bees Head in Cumberland to Anglesey and from the Isle of Man to Speke Perch in the River Mersey. In addition to this, the elementary and basic rules of Ship handling are practised during his service on the cutters, launches and motor punts. Later when the position of senior apprentice is reached, he will accompany pilots and take part in the navigation of the ships. This system is time proved as one of the best, if not the best, method of training a man to his responsibility in handling an unaccountable toll of tonnage and lives.

A typical day begins with the ringing of a telephone. I am required to join No. 3 Pilot Cutter at Princes Landing Stage to sail for the Point Lynas Station which is off the



Liverpool Pilot Cutter No 2.

north coast of Anglesey near Amlwch. Here I will await the arrival of the ship I am to Pilot. Life on a modern cutter is very comfortable. With sleeping accommodation for 24 Pilots, dining saloon, Television Lounge and sun lounge. Time is spent yarnning round the table with my colleagues, playing cards, reading or viewing television. Incidentally, a lot can be and is learned during those yarns. Incidents experienced by older men can be "stored" by the youngster for future use if required. All Pilots are individuals but during one's life in the service a bond is formed professionally and socially with the rest of the Pilots and their families.

Just after supper one of the apprentices informs me that contact has been made with my ship. A quick wash, shave and change from "lounging" gear and I am ready to start work. There will be no sleep for me tonight. On going to the bridge of the cutter, I am told the vessel is called the *Yamanashi Maru* draft 27 feet, 10,000 tons and bound for Birkenhead.

A signal from the bridge and the apprentices lower the motor punt into the water, I jump into the boat and off we go. Fair breeze blowing from the westward but these small punts handled with the skill and care of an apprentice coxswain are safe and dry. Alongside the ship there is a slight sea, making the punt move about quite a lot, not to worry though, a quick leap and I am on the ladder.

After greeting the Captain on the bridge, the ship is started on the last phase of her long voyage. Course given to the helmsman, full speed ahead. My interest is aroused by this vessel, as she is one of the very latest in her class of super-fast cargo boats, speed 23.6 knots, motor engines every possible aid to navigation comprising of VHF Radio, radar, automatic steering, and echo sounder.

The run up to the Bar lightship will take approx. 1 hour 20 mins allowing for the

flood tide pushing her along. During this time I do my best to put the Captain at ease as to the docking of his ship. In general most deep sea captains have natural apprehension, because it is fully realised that this is the most hazardous part of his voyage. With all its attendant risks of localised volume of ships, and strong tidal effects. At no major port in the world is there so sharp a rise and fall in the tide. A Spring tide in Liverpool can rise as much as

9 feet in 1 hour. Plus the 40 miles of quays, locks and basins, which has been nicknamed 'the Rockery'. On approaching the Bar lightship and the entrance to the main channel, speed is reduced from full sea speed to harbour or manoeuvring speed. This allows me to use the engines ahead or astern immediately as required. Direct contact is made on VHF Radio with the Dock Master at Alfred Locks. All the relevant information is supplied such as other vessels' movements, my docking time and the vessel's final berth, which in this case will be in the West Float. By varying the ship's speed I can adjust my time of arrival off New Brighton to rendezvous with the tug which will assist in swinging the ship head or bow to tide. This sounds simple, but it is a manoeuvre which requires every attention as the tug could easily be capsized or rammed. With the tug made fast forward, we commence to swing the ship allowing for the effect of the tide pushing the ship up river. The combination of ahead and astern movements on the engine are used to swing the vessel in a limited space. In nautical language called "turning short round".

Tugs play a very important part in the work of ship-handling and I use two methods of signalling my instructions to the tug Captains. By pea-whistle to the bow and assisting tugs and with the ships whistle or siren to the stern or after tug. A code of long and short blasts indicating the direction in which to pull.

*Yamanashi Maru* with her bow to tide is now in a position to start the final approach to Alfred North Lock. Instructions are passed by telephone to the Chief Mate in charge of the bow mooring party as to the ropes I will require him to use in the docking operation.

I nurse the ship slowly to the entrance of the Lock, on an angled approach. No flood tide here, close to the River wall, so I give the engine an occasional turn astern to

nullify the effect of the head tug pulling. Close in now, the head rope goes ashore and all the slack is hove in. Head tug signalled, pull bow to port, stern tug, pull to starboard. Slowly she straightens up with the lock slow ahead, steady the helm, and she sails down the middle of the lock and into Alfred Basin. Here the ship is moored till the water level in the basin is adjusted to that of the Dock system.

The next stage of the operation presents it's own problems. Space in which to manoeuvre a ship some 500 ft long plus tugs, approx 800 ft in all, is always at a premium, especially going through bridge and gateways. Tidal effect no longer occupies my mind, the direction and force

of the wind however, does receive my consideration of it's effect on the ship. A long blast on the head tug's whistle indicates the gates are opening and the bridge will be lifted. We can now proceed. All ropes let go and clear, the ship is carefully manoeuvred through the first of the gateways. Every possible care is exercised to ensure the ship does not touch or, as we say, "land" on the wall. A ship's hull with all that weight behind it is no match for solid granite, also ship repair bills and loss of use effects are not in the same class as a car repair. The bill is in thousands not hundreds. Slowly we move through the Dock systems of the East & West Floats, clear the second gateway and

with the tugs and myself ever watchful, *Yamanashi Maru* is manoeuvred to her appointed berth. All fast fore and aft, tugs let to and clear, the engine room telegraph is rung to "Finished with Engines".

Safe and sound in her berth a change of atmosphere is soon apparent on the bridge, gone is the tension that has been with us for the last 5 hours. As a Pilot a sense of achievement is felt in a "job" completed.

It is hoped that you have enjoyed the "sail" and the experience of completing one of the 22,144 services carried out by the Pilots of this mighty Port during the last 12 months.

Keith Taylor  
Liverpool Pilot (retired)

## European Directive declares the Pilot Ladder redundant!!



## CONFERENCE 2000 SOUTHAMPTON 2-4 November

**Hotel:** Novotel - Rate £79  
(Can include partner & 2 children no extra charge)

**Venue:** Royal Southampton Yacht Club  
(Coach will be arranged from Hotel)

- Thurs 2nd:** Pre Conference Golf  
UKPA(M) Section Committee meeting.  
Visit for delegates to Marchwood Lake & Simulator.\*  
Reception & Curry evening at Master Mariners' Club
- Fri 3rd:** Day 1. Conference (RSYC)  
Day trip & lunch for partners. (Possible IoW & Osborne House)  
Evening Dinner/dance at Novotel
- Sat 4th:** Day 2. Conference. (RSYC)  
Possible morning visit for partners. TBC.

\* Warsash Maritime Centre are keen for as many delegates as possible to visit this facility.

For further information contact: John Mileusnic,  
3 Cromalt Close, Oaklands Way, Dibden Purlieu,  
Southampton SO45 5SR. Tel: 023 808 42274,  
E-mail: inmile@tinyworld.co.uk

## Health & Safety Commission

The Health and Safety Commission (HSC) has published a consultative document on proposals for new regulations covering the carriage and handling of dangerous goods in harbours, and proposals for a draft nes Approved Code of Practice (ACoP).

Anyone wishing to comment on the proposals and ACoP should write by 8 September to: David Pearson, Health and Safety Executive, SPDA, 55W, Rose Court, 2 Southwark Bridge, London, SE1 9HS.

The Consultative Document: 'Proposals for Dangerous Goods in Harbour Regulations', can be ordered online at <http://www.hse-books.co.uk> or are available from HSE Books, PO Box 1999, Sudbury, Suffolk, CO10 2WA, tel: 01787 881165 or fax: 01787 313995.



# LETTERS

Dear Mr McKinney

Following my accident while boarding a vessel on the River Dee on 6 February 1993 and the consequent failure of my medical due to the accident, I am writing to inform you that the case brought against Holyhead Towing Company has now been satisfactorily settled out of court.

I wish to thank the UKPA(M) for their help in funding the case via DAS Insurance, without whose help the case would not have been able to proceed.

The case came to trial in December 1998 when one of the Defendants admitted full liability. The case was then adjourned pending assessment for damages. A satisfactory out of court settlement has recently been agreed between my Solicitors and the Defendants. The only outstanding point that remains is the payment of interest on the late payment of the settlement and recovery of documents lost by my Solicitors (Discharge book and BoT Certificates) retained by them during the case.

May I also bring to your attention the excellent service, advice and support that I have received from Geoff Topp throughout the bringing of my case to court.

I thank the UKPA(M) and the TGWU Legal Department for their most valued support.

JR Southwood (River Dee Pilot ret'd)

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Dear Sir,

The picture of the *Ocean Victory* in the April issue of *The Pilot* brings back many memories.

The crews for these ships (mine was Third Officer *Ocean Vagabond*) were sent out on the troopship *Letitia* from Gourock in May 1942 to Halifax, Nova Scotia. A

train journey from Halifax to San Francisco stopping off for a week at Montreal and a week in Vancouver made an enjoyable trip. After another two weeks in San Francisco the *Ocean Vagabond* sailed to Vancouver and loaded timber and grain. Orders - St John's Newfoundland for UK convoy.

The ship was torpedoed five miles off St John's. However, we managed to get into port. The repairs were done and the ship went to Borwood, Newfoundland to load more cargo of wood as the grain had been damaged. Frozen in Borwood for a few days until an icebreaker got us out.

The pilot came down the ladder, stepped out onto the ice and then onto a dog sleigh.

About five hundred miles west of Ireland, we became a convoy straggler and were torpedoed. We lost one man "Sparks" who stuck valiantly to his radio enabling us to be picked up in two days by HMS *Wanderer*. I had often wondered what became of the other two Vs.

Leslie Ratcliffe  
(London - North Channel Pilot ret'd)  
Tel: 01242 227508

If anyone knows of any other survivors from the *Ocean Vagabond*, Leslie would be keen to hear from them.

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Dear Sir

I was given a copy of your article on escort towage which appeared in *The Pilot* No.261.

I have to agree that you have forgotten your physics.  $KE = 1/2 \times \text{mass} \times \text{velocity}^2$ . Fortunately the  $1/2$  and mass cancel each other out and the important factor is velocity e.g.  $10^2 = 100$  and  $7^2 = 49$  therefore a reduction of just over half (as you claimed). The fact that we are carrying out a comparison means we can forget about units provided we use the same in both calculations (no need to convert knots).

This is not meant as a criticism of the whole article but as I am sure you will agree an error in quoting a formula can cast doubt over the accuracy of facts in the article.

Working in the towage industry (ten years as an engineering superintendent) I am aware your article highlights many valid points. The importance of training, danger to tugs and unsuitable towing points on vessels are all worthy of mention but it is the effect of speed which is most striking (remember velocity is squared).

Bill Braby

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Dear Sir,

I read, with interest, your account of modern technology relating to the navigation of vessels. I don't have much use for such sophisticated electronic equipment, apart from the remote control for my television, and a basic GPS in my sailing boat - a 40ft heavy displacement craft which I sail singlehanded - a great source of comfort in fog and at night.

To illustrate how far navigation has advanced since "the good old days" the following are three perfectly true accounts, two from my sea-going career and the other when serving as Pilot on the Manchester Ship Canal.

The first was an incident when making a passage from Sydney to the Admiralty Island. The ship was an RFA vessel supplying ammunition to the fleet in 1944/46.

We passed through the outer edges of the Great Barrier Reef via a gap called Jomard Passage, and on the approach one morning, I could see nothing but broken white water. The Old Man, who by now of course was on the bridge, estimated we were to far to the east, but my opinion differed. To solve the problem, he took out a coin and flipped it. Heads we steered west, tails east. We

found the gap just over an hour later! I can't remember who was right.

The second instance happened when I sailed coastwise for a brief period, on the Heysham - Londonderry run. In quite dense fog we were looking for the Lune lightvessel, easing along on dead slow when we spotted two men fishing from an open boat. We hailed them, and the master asked in which direction the LV lay and they indicated by pointing and, sure enough, it appeared out of the fog not long after. To this day I don't know how the fishermen knew.

Lastly outward bound in the Manchester Ship Canal on a large tanker I was informed at Latchford Locks that there had been a bank slip near Runcorn and we had to wait until an inspection had been carried out. I went shore to get more information, just in time to overhear the Lockmaster, who was obviously talking to the HM for that section, say that everything was organised and "the head gateman is just putting on his bicycle clips now!"

Who took the fun out of it all? Your observations that leisure and fishing craft will be fitted with transponders to indicate the presence of commercial traffic is nothing new. Not too long ago I delivered a yacht to the Caribbean and she was equipped with a radar detector. Frankly it was a nuisance and I switched it off when we cleared Ushant.

John H Law (Retired MSC Pilot)

## TTC

John Brown is hoping to organise better co-ordination of information of relevance to the committee. To this end he is hoping to draw up a list of pilots who would be willing to correspond with the TTC.

If you are interested contact John directly at [jdb@maritimepilots.com](mailto:jdb@maritimepilots.com)

E-mail is the preferred medium but for those not yet on-line John's address can be found on the UKPA(M) data page.

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## Look no ropes!

A new mooring system called IRONSAILOR has been developed which is designed to revolutionise mooring operations by replacing traditional mooring ropes by large suction pads fitted to the side of the ship.

The suction pads each generating a suction force of 28 tonnes, will be deployed as the vessel comes alongside and will attach to plates fitted to the jetty which will be designed to allow for tidal movement etc.

# 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.

## 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.

## 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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Web pages: <http://www.solent.ac.uk/wmc/>

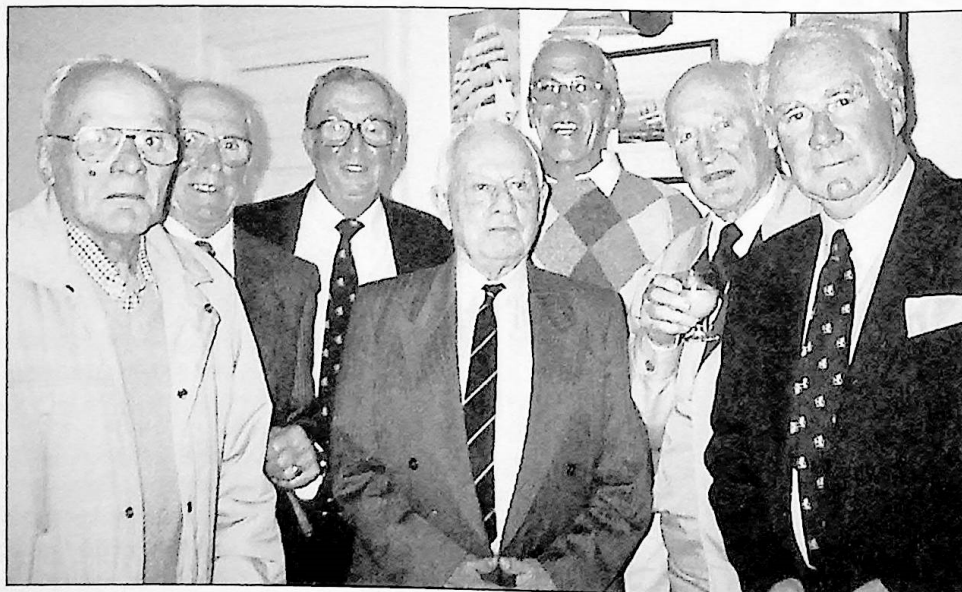


## End of an era at Plymouth

December 1999 saw the retirement of John Higham, the last remaining Trinity House Pilot at Plymouth. The photograph taken at his retirement party shows left to right:

- Steve Westcott - Trinity House boatman (retired 1985)
- Bill Hole - Plymouth boatman (Still working)
- Mike Trott - Pilot (retired 1994)
- Fernley Lock - Pilot (retired 1985)
- John Hawkin - Pilot (retired 1988)
- Jack McLean - Pilot (retired 1981)
- John Higham - Pilot (retired 1999)

Regrettably none of the current pilots at Plymouth are members of the UKPA(M).





# OBITUARIES

## James Thornhill



Colin retired on 30 June 1997 only to be diagnosed as having cancer shortly afterwards.

St Nicholas' Church, the church attached to the former Nautical School in Portishead, was filled to absolute capacity for Colin's funeral on 28 September.

Many tributes were read out in the church all focussing on his acute sense of humour, his skill as a Pilot and the fact that he was a true gentleman.

He is sadly missed by all who knew him.

*Nairn Lawson*

## Norman Roy Sinclair



James Thornhill was born on 10th February 1929. After school at the Nautical College Pangbourne he joined Royal Mail as a cadet in 1946 and left as Chief Officer in 1959 to be a Trinity House Pilot. He had been a splendid ship's officer and continued as a pillar of the Pilotage Service.

Jim kept up his interest in the South American trade and quite recently visited Argentina and Tierra del Fuego during a voyage as a passenger to the South Atlantic.

He was the 6 times great grandson of Sir James Thornhill RA who was most particularly noted for two major paintings, the ceiling of the dome of St Paul's Cathedral and that of the Painted Hall in the Royal Naval College at Greenwich.

He was diagnosed with inoperable cancer of the oesophagus in September last year, an illness bravely borne until his death on 30th April 2000.

Up until the diagnosis of his cancer, James had been a keen sportsman who played golf and was a member of the MCC.

He is survived by his wife, Gillian, his son Bill and daughters Sarah and Penny.

*James Cole*

## Geoffrey Colin Thomas Moodie

Colin Moodie, a retired Bristol Channel Pilot, lost his brave and unselfish fight against cancer on the evening of Tuesday 21 September 1999 at the age of 60.

Colin was born in Pill, the traditional home of Bristol Pilots, in April 1939 and served for five years as an apprentice on the pilot cutters from August 1955 to November 1960. He did his sea time with Lambert and Holts before coming into the pilotage service in February of 1965.

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 her rose through the ranks until his first command of the *Port Lincoln* in 1970.

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

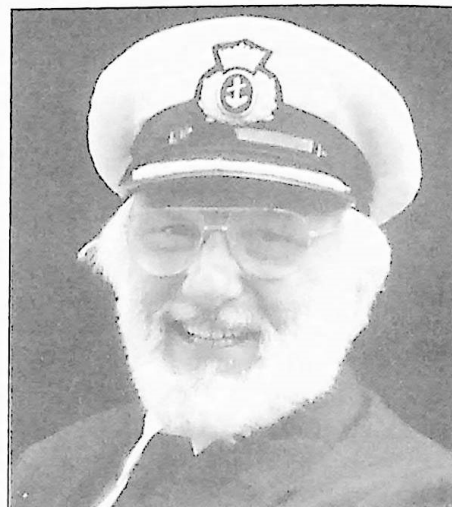
Norman leaves a widow, Wendy, to whom he had been married for 41 years, three children, Diane, Kenneth and Graeme, and six grandchildren, who I know will greatly miss his steady hand on the tiller.

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*

## Andrew Manson



Andrew Manson was born in Whalasy, Shetland on the 29th May 1940. He moved to Lerwick when he was nine, but spent his holidays in Foula, the birth place of his father. He remained in Lerwick until 1956 when he left Shetland and went to the *TS Dolphin*, Leith to do a pre-sea cadetship prior to going to sea.

After completion of pre-sea training in 1957 he joined Bank Line to serve his time. He joined Strick Line in 1962 as Third Mate and then moved to Christian Salvesen's in 1964. Following a short period as Third Mate he was soon promoted through the ranks and gained command of his own ship in 1974.

He remained with Christian Salvesen's until 1977 when he was appointed as a Forth Pilot. He commenced working in Methil and was later transferred to Leith in 1978.

Andy remained proud of his island heritage, and was a long-term member of the Edinburgh & District Shetland Association. He liked to enjoy himself in his time off from piloting and arranged the first watch weekend away with his watch colleagues and their wives. This has since become an annual event which gave him great enjoyment and is still thoroughly enjoyed by his watch colleagues.

In 1997 at the age of 57 he passed his test for a motorbike of unlimited cc. The following year he passed two classes of Royal Yachting Association exams for dinghy sailing. He also enjoyed his holidays in the Greek and Spanish Islands and went to great lengths to learn to speak both languages.

# THE PILOT

Published by

**United Kingdom Pilots' Association (Marine)**

*(A Section of the Transport & General Workers Union)*

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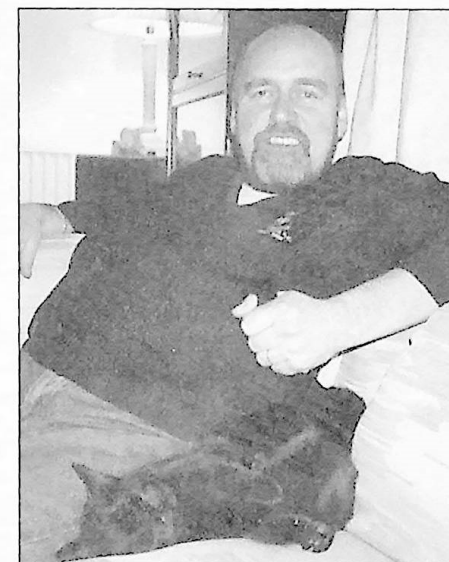
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*The views expressed in letters, articles and advertising in "The Pilot" magazine are those of their authors and do not necessarily reflect those of the UKPA(M).*

He remained in the pilotage service until his untimely death after a short illness on the 28th November 1999. He will be sadly missed by his wife Moira, his son and two daughters, together with his two grandsons. He will also be sadly missed by all his friends and colleagues in the Forth Pilotage service.

## Robert Leslie Sutherland



Friends and colleagues were stunned last summer when they heard that 'Robbie' was suffering from cancer. The courage with which he faced his illness perhaps lulled us into a false sense of security and belief that he would pull through. Sadly this was not to be the case and we were left stunned once again when he passed away in February.

Robbie or 'Suds' as he was known to his friends and colleagues, was born into a well-established seafaring family and community in Stromness, Orkney in June 1955. He spent a happy childhood there, was educated at Stromness Academy and, with almost as much salt flowing through his veins as blood, launched himself into a career at sea.

After leaving school, Robbie found summer employment on the local mainland ferry *St Ola* before starting his cadet's induction course at Leith Nautical College on 4th September 1972 - he joined his first deep sea ship, the *Bendoran*, in London later that month and he remained with Benline throughout his seafaring career. He worked on general cargo ships, bulk carriers, tankers and drill ships reaching the rank of First Officer and "barge engineer" in 1985, shortly after obtaining his Master's Certificate.

In April 1991 Robbie swallowed the anchor to be closer to his family. He started work as a marine officer with the Orkney Harbour Authority prior to becoming Pilot in 1995.

Robbie's love of life and huge sense of humour will be missed by all who knew him. Our grief is heightened by the fact that he was taken from us at the age of only 44 - he had so much more to offer. We extend our condolences to his wife Petria and children Serena and Johnny.

*Iain Waters*

## GEORGE STRONACH GC

*Thank you to all those pilots who helped me track down the source of George Stronach's obituary which featured in the April issue of The Pilot. It transpires that the obituary was actually written by Jennifer Cunningham, the obituaries editor of the Glasgow Herald from information provided by the Honourable Company of Master Mariners.*

## Pensioners Deceased

February to April 2000

WJS Barr	<i>Inverness</i>
AW Cutchie	<i>Blyth</i>
AA Davidson	<i>London - Medway</i>
TL Hill	<i>Swansea</i>
WG Jameson	<i>Blyth</i>
WJ Knight	<i>Isle of Wight</i>
WS Scott	<i>London - North</i>
RC Stone	<i>London - Cinque</i>
PD Thomson	<i>Preston</i>
WJ Williams	<i>Liverpool</i>



# 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
Boston	R Williamson	Boston Pilot's Association, Boston Dock, Boston, Lincs, PE21 6BN	01205 362114 (O)
Bridgwater	PH Lee	1 Grove Road, Burnham on Sea, Somerset, TA8 2HG	01278 782180 (H)
Bristol	The Secretary	Bristol Pilot Partnership, Haven Master's Building, Avonmouth Docks, Bristol, BS11 9AT	0117 9823081/9823884 Fax: 0117 9823884
Clyde	TJ Purse	10 Waterston Way, Lochwinnoch, Renfrewshire PA12 4EQ	01505 843186 (H)
Colchester	R H Mackman	201 Maldon Road, Colchester, Essex, CO1 12G	01206 548652 (H)
Coleraine	R Anderson Esq	10 Seafield Park, Portstewart, Londonderry, BT55 7JU	01265 833731 (H)
Cowes	R Jackson	Cowes Pilotage Authority, Harbour Office, Town Quay, Cowes, IoW, PO31 7AS	01983 293952
Cromarty Firth	N Robertson	Haven Wood, Ash Hill, Evanton, Ross & Cromarty	01349 830128 (H)
Crouch	D Enever Esq	23 Glebe Way, Frinton on Sea, Essex CO13 9HR	01255 677330
Dover	Capt M Chatterton	Dover Harbour Board, Harbour House, Dover, Kent, CT17 9BU	01304 240400 ext 4523 (O)
Dundee	I Henderson esq	34 Lorne Crescent, Monifieth, Dundee DD5 4DZ	01382 533820 (H)
Europilots	Capt JD Robinson	53 West Ella Road, Kirkella, Hull, E. Yorkshire, HU10 7QL	01482 651069 (H)
Falmouth	Phil Bush	42 Old Well Gardens, Penryn, Cornwall, TR10 9LF	01326 377982
Forth	Capt N Walker	Redwells Manse, Redwells Rd, Kinglassie, Fife, KY5 0YH	01592 882 112 (H); Granton Pilot Station: 0131 552 1420
Fowey	C Wood	Woodpeckers, Cott Road, Lostwithiel, Cornwall, PL22 0EU	(Pilot Office) 01726 870291 Fax 01726 832826
Gloucester	WS Payne	39 Waterford Close, Thornbury, South Gloucestershire BS35 2HU	0374 226143 (Vodafone)
<b>Haven Ports</b>			
(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, Pems SA68 0TA	01646 651637 (H)
Montrose	J West	"Craiginch" Ogilvy Terrace, Ferryden, Montrose, Angus DD10 9RG	01674 672302 (Port Authority) 01674 672789 (H)
Orkney	IJ Waters Esq	Lansdowne, 25 Royal Oak Road, Kirkwall, Orkney KW15 1RF	01856 875237
Peterhead	S Brown	Peterhead Pilots, c/o Harbour master's Office, South Harbour, West Quay, Peterhead AB42 1DW	01779 474281 (O)
Poole	MJ Clark	Pilot Boats (Poole), The Pilot Office, The Quay, Poole, Dorset, BH15 1HA	01202 666401 (O)
Portsmouth	P Fryer	21 Montserrat Road, Lee on the Solent, Hants PO13 9LT	02392 297395 (O)
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)
<b>Swansea</b>			
inc Port Talbot	GP Harris	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea, SA1 1QR	01656 662608 (H)
South East Wales	WP Barnes Esq	"Verber", Victoria Park Road, Cadoxton, Barry, South Glamorgan CF63 2JS	01446 742 637
<b>Tees</b>			
inc Hartlepool	JW Wilson	Tees Bay Pilots Ltd, PO Box 72, Middlesborough, TS8 0FY	01642 485648 Fax: 01642 472991
Teignmouth	JC Whittaker	Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth, TQ14 9PR	0162677 6134 (H)
Tyne	JH Burn	44 Walton Avenue, North Shields, Tyne & Wear, NE29 9BS	0191 257 3999 (H); 0191 455 56567 (O)
Weymouth	PM Runycard	14 Nethererton 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)