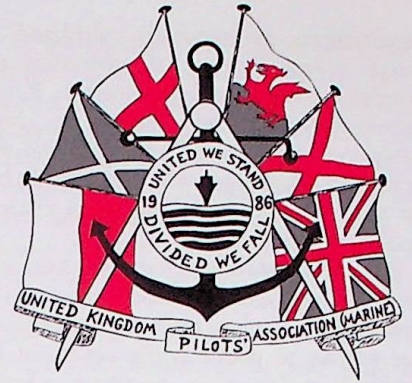


THE PILOT

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Editorial

The 113th annual conference held in Southampton included two important resolutions. Firstly, the name of the association was changed from the United Kingdom Pilots' Association (Marine). UKPA(M) to the United Kingdom Maritime Pilots' Association, UKMPA. This change, which came into effect on 01/01/01, reflects the need to remove the somewhat cumbersome bracketed appendage and brings our association in line with other pilotage associations around the World.

Secondly, the decision was taken to rejoin IMPA. As most of you are aware the decision to leave IMPA was taken by a ballot to all pilots in 1994. This decision was highly controversial at the time and led to some animosity between pilots. The reasons for leaving were considered valid at the time as a result of concerns over the finances and management of IMPA but these have been resolved during the last few years. The main strength of IMPA is its recognition by the IMO. It has been argued that we do not need to be part of IMPA because our association with the ITF grants us attendance at IMO. The importance of pilots being present at these IMO meetings was underlined recently when a proposal to require masters to provide detailed passage plans from berth to berth including times at reporting points, under keel clearances, speeds in reaches, wheel over positions etc. was raised under Any Other Business at the end of a session! The intervention of pilots pointing out the total impracticality of such plans resulted in the proposal being postponed but the pilots present were subjected to considerable hostility. For some reason the coherent and informed professional arguments by pilots who are aware of the real situation facing the shipmaster seems to cause deep resentment and our attendance at such forums is therefore more important than at any time. Pilots are victims of their own success in as much as the thousands of pilotage acts every day go unnoticed because pilots are highly qualified and skilled professionals. On the rare occasions that an act of pilotage does go

Dynamic Under Keel Clearance (DUKC®)



A breaking quarter wave is a primitive indicator of reduced UKC!

Photo: JCB

All pilots are aware of squat and most ships have squat tables based on the formula created by Dr. Barrass. These tables have proved to be safe and apart from the high profile case of the QE2 major incidents resulting from squat have been remarkably rare. However whilst appreciating that Dr. Barrass' tables provide safe transit parameters all pilots have observed anomalies between the mathematical and observed effects. Also, the squat tables make no allowance for dynamic factors such as swell and roll. Up until now there has been no way of accurately measuring the exact combined effect of all the variable factors acting on a ships hull to provide accurate data.

However, real time practical tests in Australia have been undertaken by a company called OMC International Pty Ltd. The results of these tests have provided very accurate data and have permitted increased cargo loadings. The Director of OMC, Dr. Terry O'Brien, presented a paper to the Nautical Institute and gave a lecture in Southampton which was attended by some pilots. The following is an extract from the NI article and the Seminar.

Traditionally, most ports in Australia and elsewhere have operated under fixed rules which govern the minimum underkeel clearance (UKC) to permit safe transit along port approach channels. UKC

wrong, the environmental sensitivity and the escalating cost of claims means that the role of the pilot is subjected to increasing scrutiny. Throughout the world pilots are fighting increasing unworkable legislation by bureaucrats and it is only by being involved internationally that we can maintain a coherent voice. And the cost? At 55 Swiss francs per pilot per year (about 45p per week) it is a small price to pay.

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requirements are generally calculated to cover a broad range of environmental conditions and vessel parameters. If the requirements are too conservative, ships carry less cargo than they could, and the operation is not as economic as it might be. At the other extreme, inadequate criteria could jeopardise safety.

Because of their geographical situation on the coastline of an island continent, the approach channels of most Australian ports are subject to ocean swells generated by tropical cyclones or Southern Ocean storms. It is therefore essential that UKC requirements include not only vessel squat and the effect of wind and atmospheric pressure changes on predicted tides, but also the dynamic motions of vessels of varying size and stability characteristics.

The major UKC allowances are as follows:

Wave response allowance: In channels subject to wave action, ships will experience heave, roll and pitch motions which combine to produce vertical displacements of the hull. The magnitude of these dynamic and irregular displacements at each point of the vessel's transit depends on many factors, including:

- Directional wave spectrum (describing wave energy distribution as a function of frequency and direction);
- Ship dimensions, hull shape and stability data;
- Ship speed;
- Water depth/draft ratio.

Squat allowance: Squat is a combination of bodily sinkage and change in trim of a vessel while sailing. The major factors affecting squat are:

- Ship form and initial trim
- Vessel speed through the water
- Depth/draft ratio
- Channel width and depth of cut
- Abrupt depth changes
- Changes in fluid density
- Passing and overtaking vessels.

Changes in water level: In addition to the change in water level due to predicted astronomical and seasonal effects, water levels are also affected by meteorological changes in wind speed and direction and in barometric pressure. These changes in water level represent the difference between measured and predicted water levels and are known as the tidal residuals. In particular circumstances this difference can be substantial.

Information regarding the 'movement' of high tide is also important, particularly when the port approach channel/canal is quite long and/or subject to large tidal variations. The tidal range and phase needs

to be identified and accounted for in the prediction of the ship underkeel clearance along the entire transit.

Changes in water density have the same effect as a change in water level in terms of draft and the resulting underkeel clearance. It is important to identify where these changes occur and by how much the density has changed.

In the determination of an accurate underkeel clearance prediction, the changes between predicted and actual tides and any changes in water density need to be taken into account.

Safety factors: As ports differ in many ways so too do the safety factors that need to be built into an underkeel prediction system. Safety factors may include allowances such as hydrographic survey tolerance, siltation and draft tolerances.

The dynamic concept (DUKCP) is a near real-time underkeel clearance prediction system for use at ports which have draft limitations on import or export ships. The DUKC system takes into account all the major factors affecting underkeel clearance, together with other allowances such as heel and list which may be required in particular circumstances.

The system has two major functions:

- Maximisation of vessel drafts (export vessels)
- Determination of the earliest and latest times for entry into the port approach channel(s) (import vessels and export vessels sailing at less than maximum draft)

DUKC systems utilise real-time tide and wave measurements taken prior to transit to determine the minimum safe underkeel clearance along the complete transit from berth to deep water, thus taking advantage of favourable conditions and ensuring safety during unfavourable conditions. These systems allow ships to be loaded to greater draft or use wider tidal windows than is possible using fixed UKC rules,

which are determined by safety requirements in extreme swells and negative tidal residuals. DUKC systems thus increase port productivity without the need for new port infrastructure or capital dredging and without compromising safety standards.

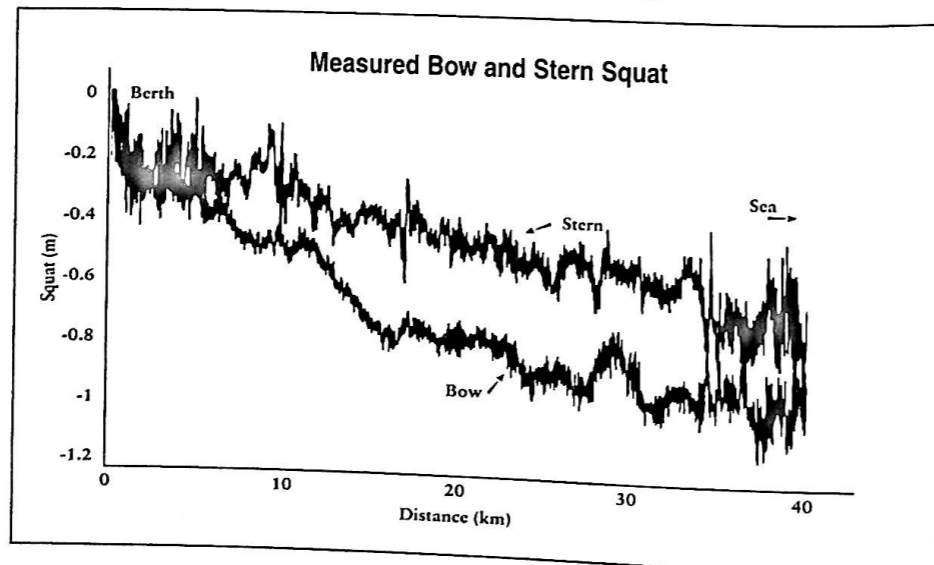
Wave spectra, ship speed and water depths vary along the transit and the effect of these variations is computed by the numerical ship motion model used in each DUKC system. In addition, wave spectra and tidal residuals will change over time, and these effects are accounted for in each system. With respect to squat, individual ships and the pertinent characteristics of the complete approach channel are modelled in each DUKC system.

By measuring tide and wave data and using the actual measured values, as opposed to predictions, UKC calculations can be performed with a much greater degree of certainty for the conditions of any given day.

DUKC systems are customised for the vessel type, hydrography, tides and wave climate at each port. The system is designed to provide predictions up to 36 hours ahead to assist vessel loading and sailing scheduling. In the final hours before departure the DUKC system operates a 'windows monitor', which continuously updates sailing times and maximum drafts prior to sailing, enabling shippers to maximise cargo loadings while providing up-to-the-minute information for the ship handlers.

The magnitude and nature of UKC safety factors are established through consultation with the harbour masters and pilots at each port. All DUKC systems operate in accordance with internationally-accepted safety criteria for bottom clearance and manoeuvrability requirements.

Three recent extensions of the original DUKC are swell forecasting, real-time tide and wave data monitoring and individual ship monitoring.



Squat testing

Until recently it has been very difficult to validate the existing squat formulae with any degree of confidence as there has been no method of accurately measuring full-scale vessel squat. Advances in the area of dual-frequency differential GPS have overcome this problem, making full-scale squat testing not only possible but also highly accurate.

Since 1997 OMC has conducted full-scale squat measurements on over 50 vessels in six different ports around Australia.

The vessels tested have primarily been bulk carriers and tankers. The range of conditions at each of these ports varies considerably, including narrow channels, undulating sea floors and variations in tide and wave conditions. Each study has highlighted the sensitivity of squat to the local conditions and individual channel configuration.

Both fore and aft squat have been measured, as this allows for the separate sinkage and trim components of squat to be quantified.

Ship squat at the bow and stern of a bulk carrier measured by the DGPS equipment is shown on the diagram on the previous page. The oscillations shown indicate the dynamic motions (heave and pitch) of the vessel. The vessel squat is taken to be the mean of these oscillations. Clearly the bow of the vessel experiences greater squat than the stern.

During the initial three kilometres of the transit the bow and stern squat are similar in magnitude, indicating that bodily sinkage is occurring. After this distance the ship begins to increase speed considerably and the vessel's trim alters to produce maximum squat at the bow. The results of the validation testing have highlighted the sensitivity of squat to particular channel configurations and provided an excellent record of actual vessel squat. Such testing also proves some of the fundamentals of squat, such as full form vessels squat by the bow. In addition to squat and dynamic motion data, the test programs also provide valuable data regarding ship speed along the various channels. This has enabled the DUKC systems to be further refined to better reflect the actual vessel speeds in the approach channels. The full-scale testing results have led to operational changes which have increased economic benefits as well as improved safety at several DUKC ports.

Port Characteristics:

DUKC systems have now been installed in seven Australian ports and in all cases the critical drafts have been increased as a result of the system. In Fremantle for example:

Tankers: The system has permitted the UKC for tankers to be reduced by an average 42 cm and by 1.0m for tankers with a beam in excess of 40 metres. This means that on average an extra 5000 tonnes of crude is carried per voyage, thus saving the charterers one voyage in every twenty.

Container Vessels: The system has permitted an average increase of freight of 120 TEU's per ship.

Chemical Tankers: The average increase in draft of 35cms has removed the need for certain vessels to lighten ship prior to berthing at the refinery.

The "tidal window" for all the above has also been increased as a result of the system.

Hardware and software

Tide and wave measurements are required and must be accessible in real-time.

As most ports already have tide gauges installed this minimises hardware costs. Firms with a local or regional base are used to provide tide and wave data, thus allowing any equipment malfunctions to be overcome promptly and at minimum cost. Tide and wave data undergo quality control checks by the DUKC system before use, in addition to the QA checks applied to the data by the service provider.

The DUKC system is installed for use by the harbour master, pilots and shipping officers at each port, using a Windows NT platform. Increasing use is being made of the Internet for e-mailing results to pilots and to provide web sites for data transfers between OMC, Bureau of Meteorology and port operations. Back-up hardware and software systems have been installed at most ports to minimise the possibility of system failure.

This project would appear to be of relevance to EMPA's involvement in the EU Portable Pilot Unit (see page 7)

SOUTHAMPTON SEMINAR

Some notes by: Bob Ward - London Pilot

I attended the presentation at Southampton on Friday 1st Sept. 2000

Dr. Terry O'Brian is offering software that tailors Passage Planning to individual Ports and vessels. Characteristics such as nature of bottom, geography (bends and turns), tides, wind, swell, are included. This is then taken further to include 'Real Time' tide and wave input, hence the need for accurate tide gauges. Vessels' dimensions, hull form, stability data and allowance for dynamic ship motion are then fed into the program.

Trials have included using DGPS to assess accuracy of existing squat formula. One finding was that DUKC can be up to 0.9m less than echo sounder shows. DUKC can also change 0.6m on reducing speed from 11kts to 7kts.

Following the trial the factors affecting UKC are broken down into components and investigated.

The object of the exercise is to maximise draft and in the Australian trial ports this resulted in the customary UKC being replaced with a known proven Dynamic UKC. This has resulted in vessels loading more cargo, coupled with accurate and increased tidal window for sailing.

This program is now being requested to maximise windows for Container vessels to keep to schedule in the port of New York, whose pilots currently allow 0.6m UKC, after squat.

Consultation involves port, ship, cargo, and pilot representatives and what you get is a graphical printout showing DUKC for a vessel, from berth to sea (sea to berth),

under current conditions. This in turn is updated from real time tide and wave data, to ensure all is running to plan. The plan includes a Fast and Slow passage speed transit. As expected the slow speed passages gave much increased DUKC and on the fast transit graph the critical depth points on passage are indicated by touching the minimum DUKC line. On turns DUKC includes the increase in draft of a vessel due to roll resulting from rudder application and GM. This added benefit indicates where a port needs to dredge, and more importantly where it need not. The point was made by audience members that in some circumstances, current accepted UKC used in ports may have to be increased. Dr. O'Brien agreed that may be the case.

On the point of heel due to rudder I made the point that not all pilots approach bends in the same manner, using differing helm. The effect of wind particularly on container vessels was as varied as the load disposition.

The accuracy of all data inputs must be of the highest standard, and guaranteed available throughout. In London our current Passage Plan (with the pilot, in consultation with the Master, adding on the spot real time input) is the final factor determining whether the vessel will proceed and seems to work. DUKC puts an end to current estimating UKC but should we be working to such fine tolerances? But then again, as Dr. O'Brien repeated, "convincing pilots is always the most difficult part, but without pilots the program would never have been proven."

PENSION NEWS

The UKPA(M) Conference was held in Southampton on 3rd/4th November. Following the talk by the Chairman of the PNPf, Geoff Topp, Deborah Marten and I spoke to the delegates at the beginning of the first day.

The main points that we covered form the text of this article.

Ill Health Pension Procedures

I explained in some detail the revised procedures that I had outlined in the October Pensions News article. These included details of additional versions of the trustees' procedures, aimed at the ports and the pilots, together with new certificates for medical practitioners to complete and an updated application for pension form.

Divorce and Pensions Sharing

Pensions will be able to be shared in any divorce cases that start after the beginning of December 2000. This is in addition to earmarking orders that were introduced four years ago.

Under pensions sharing, the value of a person's pension built up to date can be divided between the partners. The division will be expressed as a percentage of the member's benefits, for example, say, 40%. For a pilot this means that a pension debit would be calculated, which would reduce his pension at retirement by 40% of his benefits built up to the date of the divorce, plus annual increases to retirement. The 40% would also represent a pension credit for his ex-wife. This could be transferred to her own pension scheme, or to a personal pension set up for the purpose.

Nothing in law is simple in this country and there are some 150 pages of legislation and ten sets of regulations!

Certain charges may be made. Every member is entitled to know the value of his pension once in any 12 month period but if extra ones are needed a charge for the actuarial work involved will be made.

For the 99% of pilot members of the PNPf who earn more than £22,950 a year, they will not necessarily be able to make up the shortfall caused by the reduction in their benefits. Although AVCs will help, the pension debit will have to be taken into account in checking Inland Revenue limits. This is worth bearing in mind when you are considering how to split your joint assets so it might be better to trade off other assets, if possible.

Of course, pensions splitting can work both ways, many wives work and have pensions in their own right.

Stakeholder Pensions

I covered Stakeholder Pensions in my October article and, as I mentioned at the Conference, very few P.N.P.F. pilots will be able to take advantage of them so there was little point in covering the issue again.

The Minimum Funding Requirement (MFR) and the Myner's Review

At last, the actuaries' MFR review came out of the closet, and was promptly thrown into the arena for further consultation by the DSS and the Treasury, together with "the Myner's Review".

Paul Myner, of Gartmore Fund Managers, had been asked to look at and report on institutional investment matters to see whether there were any unnecessary barriers to investment in growth and innovation in the U.K. economy. Was there too much emphasis on quoted equities and not enough on venture capital and small companies? In the USA, pension schemes hold about 5% of their assets in venture capital whereas U.K. funds invest only one-tenth of that level. This is not really surprising given that Americans embrace the entrepreneur spirit to a far greater extent than we do.

The joint DSS/Treasury consultation document, **Security for Occupational Pensions**, was issued in mid September and responses are called for by 31 January 2001. If you want to see a copy (and possibly print off its 27 pages) then you can dial into the DSS website at www.dss.gov.uk/publications/dss/2000/mfr/index.htm. The trustees will be responding soon.

The actuaries recommended that some interim changes should be made to the MFR sooner rather than later and that a full review should be undertaken within the next two years. The interim changes, reflect demographic, economic and fiscal influences since the MFR was established, and recognising the possibility of zero or negative inflation in the future.

It has been estimated that the net effects of the proposed interim changes could reduce a mature pension fund's MFR by some 10%. The P.N.P.F. was 116% funded in MFR terms last year - the healthy position was mainly due to the trustees' investment policy of moving from equities to fixed interest investments between 1993 and 1998.

Paul Myner's report also reflects the actuaries' views that the MFR in its present state encourages a less risk adverse investment strategy and a greater emphasis on short term performance, because of the fear of failing the regular MFR tests. The requirements of the MFR are contradictory to the necessary and natural long-term

aims of pension schemes, and do not provide full protection for all members of a pension scheme in any case.

Because of the lack of full protection, the consultation document is seeking views on alternative ways of providing more security, perhaps through compulsory commercial insurance or compulsory mutual insurance or through a central discontinuance fund.

All these issues could be yet another nail in the coffin for defined benefit (final salary) pension schemes. Yet for people such as pilots, who stay in the same pension scheme for much of their working life (particularly the latter part), a good defined benefit scheme is very hard to beat.

Investments

The previous subject naturally leads on to investments. Quite a few of you follow the stock market and will know how TMT, [Technology, Media and Telecom] stocks pushed up markets towards the end of last year and how they fell in the first part of 2000. In Japan for example, just nine companies accounted for 75% of the fall in the Nikkei Dow. The U.K. and U.S. have felt similar effects though not to the same degree. It does perhaps show the dangers in certain venture capital projects though.

There is an increasing trend towards using specialist managers and to using a "manager of managers". This places another layer of control and, of course, another layer of costs. This is all very well as long as the extra performance exceeds the fees but it is difficult to prove, and a certain amount of control is taken out of the hands of the trustees. It is unlikely to reduce volatility either.

The question of socially responsible investments (SRI) is now becoming more prominent. Since July 2000 the trustees have had to disclose their attitude towards SRI in the Fund's Statement of Investment Principles. In turn our equity managers now include in their quarterly reports details of the discussions they have had with companies on health, environmental and employment issues. It seems as though taking steps to act responsibly does not have to be at the expense of good performance.

There is another shift happening amongst investment houses, starting gradually but it will probably gather momentum, and that is the globalisation of investment portfolios. Instead of looking first at preferred countries and then at the companies within them, managers are picking sectors and deciding on the companies they are interested in, regardless of their locations. The globalisation issue is illustrated by the fact that Glaxo Smithkline is one of the largest sellers of

drugs the USA, and the regional distribution of sales of global healthcare companies in Europe and the USA are very similar, regardless of whether the parent company is European or North American. 40% of Nokia's volume is traded in the USA, and Vodafone (Mannesmann) forms a significant part of the U.K. market. New technology makes the investment world a smaller place. Investors are starting to use domestic equities to reduce currency and political risk rather than prime investments.

Deborah next spoke to delegates about additional voluntary contributions

Equitable Life

Deborah started by reminding delegates of the old advert as nowadays poor old Henry is finding it is not such an equitable life! To recap, Equitable has been funding a representative action designed to clarify its approach to calculating benefits for policies containing guaranteed annuity rates (GAR). Or another way of putting it is that they had not provided prudent reserves against the guarantee promise and so the directors thought that providing a lower bonus for guaranteed annuity rate holders would be their get out. Although they won the court case the decision was then overturned on appeal and they really lost it in the House of Lords when they ruled that Equitable was not entitled to give a different level of final bonus to those policyholders who take their benefits using GAR. The ruling went substantially further than the Court of Appeal judgement.

Equitable now have to pay full final bonuses to all with profit policyholders and the cost of this ruling could be as high as £1.5 billion (one and a half). To fund this Equitable reduced policy values by around 5% and this was achieved by removing bonuses for the period 1 January to 31 July 2000, although the previous growth rate of 9% was resumed from 1 August 2000.

The impact on members is that all with-profit policyholders, whether entitled to a GAR or not, will have a lower return for year 2000 as there will be no growth for 7 months. Retiring with-profit members with the GAR entitlement now have the full fund available to secure an annuity using these rates. Retired members with the GAR entitlement (i.e. those who retired after 1993) are being dealt with separately in that Equitable are developing a plan to rectify the situation, with two eminent independent experts being asked to look at and endorse the procedure being proposed. The two experts are Lord Browne-Wilkinson, a recently retired House of Lords senior law lord and Mr. CJ Hairs (FIA) who has been nominated

by the Institute of Actuaries and was for 12 years Legal & General's appointed actuary.

Unit-linked members are not affected.

Following the House of Lords' ruling Equitable's board felt it was in the best interest of members to sell, as without a capital injection Equitable would have to move a significant portion of assets in with profits from equities to gilts to cover the GAR liabilities. This would have a catastrophic effect on investment returns available to members.

Equitable hope the sale will enable all guarantees under contract to be met, and to provide compensation to the estimated 20,000 individuals who have previously retired with a GAR option but with a reduced final bonus, and to replace lost growth in the current year.

On 25 August documents were sent to 14 major financial institutions who expressed a serious interest in bidding. 28 September was the deadline for the submission of the first round of bids. At the start of November it appeared that only two potential buyers remained, Prudential and CGNU for the second round of bids. *Since then CGNU has dropped out and at the time of going to print a firm buyer is still awaited.*

If a sale goes ahead it will be dealt with in an extraordinary general meeting in 2001. Any deal must be approved by 75% of voting members.

Analysts say that potential buyers will have to consider the value of Equitable on three tiers, 1, embedded value, 2, size of the gap to fill the with-profit fund and, 3, the value of brand and goodwill.

Rumours that value Equitable from £5bn to £6bn are said to be optimistic. £1.5bn will be needed to make up the lack of growth between January and July, and reserves will probably have to be strengthened by a similar sum, so any windfalls will probably be token amounts.

The distribution of any surplus will be influenced by the wishes of the purchaser and Equitable feel that the eligibility criteria for the windfall should also be determined by the buyer, although all with-profit policyholders at 19 July 2000 should qualify. It is likely that any purchase will be more of a rescue than a conventional acquisition.

The scene is constantly changing and the members have been advised.

AVC Scheme - Flexibility

Moving away from Equitable and on to a happier note about AVCs, Deborah explained the new element of flexibility that had been agreed by the trustees in

August. Again this was covered in my October article but in summary it means that members can opt to defer taking their AVCs as an annuity up to age 75. Deborah talked about some of the advantages of the increased flexibility, the main one being that members are not locked into low annuity rates but can take a gamble that rates will rise before their 75th birthday.

In addition the open market option is still available for members who may benefit from shopping around as new types of annuities to help with low rates and inflation are coming on the market all the time. There are unit-linked or with-profit annuities, special rate annuities that may offer more depending on how much you smoke or what your postcode is. In the case of ill health retirements there are impaired life annuities.

If these options do not appeal to you we will still be offering AVC pensions through the PNPf, but pre May 1992 members may find that the guaranteed annuity rate (GAR) from Equitable now provides the better pension.

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Deborah and I stayed on for the remainder of the day in order to talk to any PNPf members who were attending the conference, and to any Southampton pilots, on an individual basis. We were very pleased to see several serving and retired pilots, putting more faces to names.

Jan Lemon

Retirements

August to October 2000

MC Boas	London-Channel September
AR Boddy	London-North October
CM Clark	Clyde September
AADavis	Liverpool August
WE Douglas	Liverpool August
MA Ehlert	Humber October
DR Johnson	Humber October
EW Paterson	Humber October
R Ward	Humber October

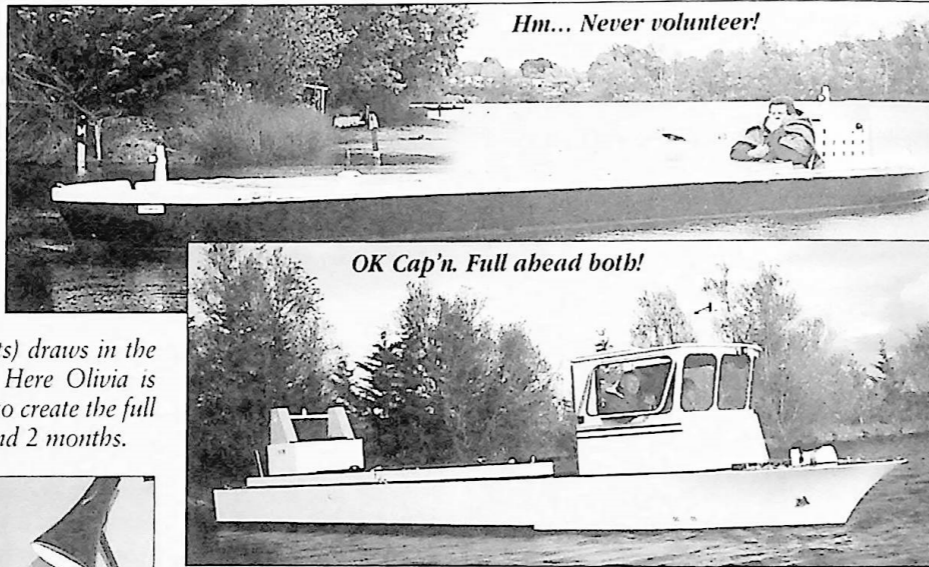
UKMPA 113th CONFERENCE

SOUTHAMPTON 3rd & 4th November 2000

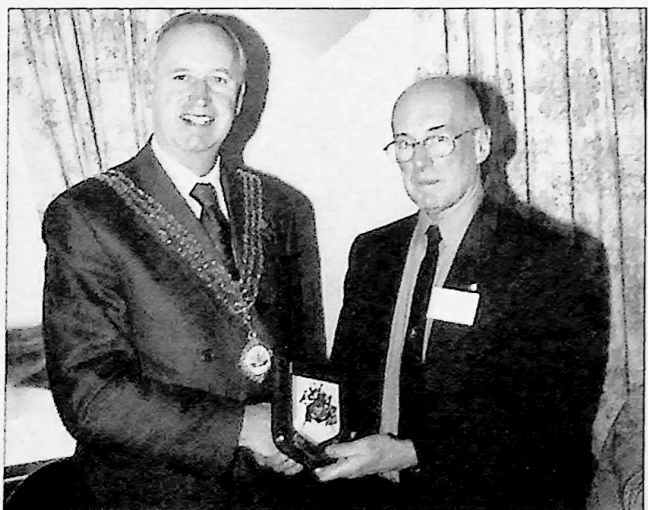
The 113th Annual Conference was well attended by delegates from around the country and the minutes will be circulated to members later in the year. However despite the appalling weather, Railtrack shut-down and a petrol panic, the golf match went ahead and several pilots attended an open session at Marchwood on the manned model lake and simulator on the afternoon prior to the Conference. During the Conference Mr. Burr from the DETR gave a progress report on the Port Marine Safety Code and Bob Jones from BPIT gave an update on the Competency standards for marine pilots. A very important talk was given by Harry Tabak (Rotterdam pilot & Vice President EMPA) and for this reason I have included these sessions from the Conference within the magazine.

Warsash Maritime Centre Manned model ~ On a very cold and squally lake pilots were able to practice their ship handling skills in scale winds gusting in excess of 150 kts! Needless to say they all got the hang of handling the models in record time. The Warsash lecturers were impressed by this adaptability which normally takes several runs for ships' officers. The pilots were totally unfazed since the unique aspect of our job means that we can be thrown into anything that floats and do a creditable job of conducting a safe passage!

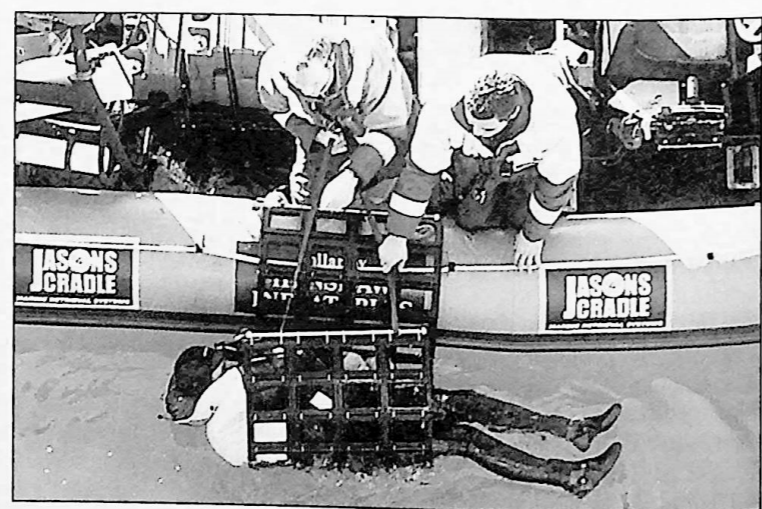
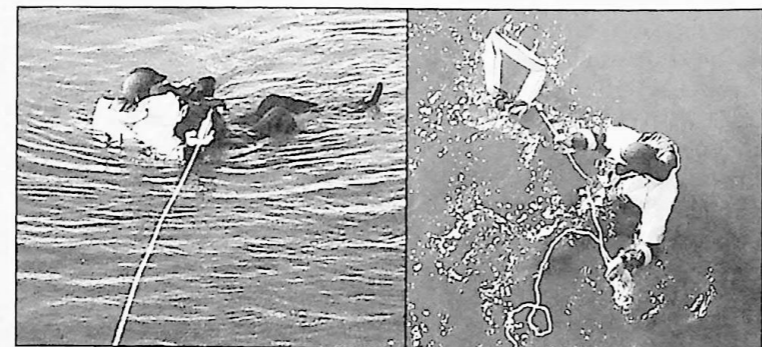
Simulator ~ Off the lake other pilots were shown the very realistic ship simulators. I went behind the scenes and met Olivia Wharton who scans in the charts for a district and using photographs (often supplied by pilots) draws in the detail to build up a 3D image of a district. Here Olivia is working on the River Medway and the process to create the full 3D image for such a district usually takes around 2 months.



Mayor of Southampton ~ During the lunch recess Norman McKinney presented Peter Wakeford, The Mayor of Southampton with the last UKPA(M) plaque.



SeaSafe ~ During a coffee break at the Conference, SeaSafe demonstrated a line throwing kit with an inflatable harness and the "Jasons Cradle" for MOB recovery.



All photos: JCB

CONFERENCE LECTURE Guest speaker: Harry Tabak, Rotterdam Pilot and EMPA Vice President

Harry Tabak was invited to speak at the Conference by the UKMPA in order to update those present on the considerable investment in VTS being undertaken in Rotterdam and Hamburg and to raise awareness of the implications of these developments to all pilots.

Harry opened his presentation by stating his concern that under the new commission EU policy now classifies pilotage under the port service sector rather than the safety sector. The EU policy on port services is that they should:

- Adopt free market access
- Encourage port efficiency
- Provide transparency of tariffs

The Dutch Ministry of Transport along with the German Government are pioneering the introduction of high specification VTS leading to Enhanced Navigational Assistance (ENA) which will involve permanent shore based pilotage for up to 70% of shipping using VTS operators rather than pilots. Using AIS transponders this new generation of VTS will be termed Vessel Traffic Management Information Service (VTMIS) and the VTS operators will make the decisions as to the movement of shipping. Plans for such a system are already well advanced and it is to be introduced over the next four years with full implementation planned for 2006 - 2010. The future role of pilots is seen to be just restricted to Vessels carrying hazardous cargoes, substandard vessels and those with a history of accidents! Naturally pilots are resisting these proposals that they consider dangerous but are being forced to co-operate in the projects as reluctant partners. To achieve this end Rotterdam is planning to invest the equivalent of £200 Million and Hamburg is planning a similar investment. Over the longer term Europe is planning the introduction of a Europe wide network of VTS to be called VTMISNET with an estimated cost in the region of £1.5 Billion (count the noughts)!

Harry pointed out at this stage that in the last 15 years Rotterdam has spent over £300 Million on VTS and it still does not work to specification!

EMPA has learnt that in the last 6 years there have been 40 European studies into port operations including pilotage, navigation, port logistics and transport involving an expenditure of £100 Million. Pilots were not involved or consulted in any of these projects and EMPA has been unable to find any associated studies covering:

- Safety
- Liability
- Cost Benefit Analysis

As a counter to all this, EMPA has been

looking to the USA where a totally different approach is being taken to control and monitor the movement of shipping in ports. In the US, partly as a result of the liability issue, ports have been tending to back away from VTS and instead are looking at enhancing the information available to the pilot on board. This is being achieved by laptop displays called Portable Pilot Units (PPU). PPU is currently being operated in 15 US ports and here the Pilot plays the key role with the PPU and VTS providing back up. The US idea is that as the technology improves then the PPU will replace the shore VTS thus becoming a form of "silent VTS".

EMPA became involved in this research through IMPA and following consultation with the American pilots have set up an independent European research project called the Innovative Portable Pilot Assistant (IPPA) £1.5 Million has been granted by the EU to fund IPPA and EMPA is a major partner. Based on the US system this EU project is looking at improving and upgrading the Unit to create a world wide standard incorporating the latest AIS and WAP technologies for data transfer.

IPPA Laptop specification:

- High grade ECDIS
- DGPS / Galileo high accuracy position fixing
- AIS transmitter/receiver
- 48 hr. battery pack with external power back up facility
- Weight 10 kgs
- 30 second set up time

Practical operation:

Once the unit is set up the pilot will activate his pre prepared passage plan for the vessel. The vessel will appear to scale on the ECDIS which will show strategic information such as other vessels' identity, location and vectors using AIS. A radar overlay will display non-AIS equipped vessels. Real time tidal information will be available along with wind data. The unit will also hold all relevant port documentation and chart corrections will be automatically carried out. As the voyage progresses the passage plan will be constantly checked against the tide and wind data and the pilot alerted should any of these variables place the vessel outside operating parameters.

Flexibility to the original plan will be provided by the facility to interrogate the destination berth and check availability of the berth, tugs linesmen etc. Short message services will be possible to arrange tugs etc. and the pilot will be able to interrogate other vessels to arrange safe passing at critical points etc. The original plan can therefore be amended and recalculated at any time.

Safety

Since the pilot will still be on the bridge, the PPU will provide continuous enhanced information of relevance to the passage. Experience in the US has shown a reduction of around 70% in VHF use. Ambiguity and repetition of messages is reduced and safety will therefore be enhanced. Most importantly, should any part of the system drop out or fail then the pilot's knowledge will still permit a safe passage for the vessel.

Liability

Since the "Command Management" remains on board with the "bridge team" the existing liability structure remains unchanged

Cost Benefit Analysis

Initial research is revealing the PPU to be very advantageous with respect to costs. With each unit expected to cost around £7000 the projected costs are about 20% of a shore based VTS system.

Advantages and Current situation

The information is received by the user and does not have to be demanded or rely upon VHF broadcasts.

Trials in the USA have revealed an enthusiastic response from pilots and even older pilots (some in their 70s!) are happily adapting to the concept. 11 pilots have been to the USA and are trialing equipment and thus form a steering group for the project.

This is the first project involving pilots and the specifications will be set by pilots and monitored by the EU. It is anticipated that once the Cost Benefits of the system are appreciated by the maritime World then investment will be diverted away from VTMIS systems. Contact is being maintained with pilots in other countries who are developing PPU systems with a view to standardising specifications and equipment.

Drawbacks of the system

At the moment the some of the ideals are ahead of the technology. The technology does exist but much of it is still embryonic and untested. In particular AIS trials are revealing data transfer errors and this will inevitably slow down development progress. However since AIS is also a key element underpinning shore VTS the problem is not specific to the PPU. Inevitably the concept is going to come up against resistance from manufacturers of VTS systems and ports where phenomenal sums have been invested in the shore based VTS ideal. However, ship owners are eventually going to have to foot the bill for any system and already in the USA large influential groups such as "Intertanko" are investing in the PPU project. Only time will tell.

Full details of the IPPF project can be found on the Internet at: www.ippa.dera.gov.uk

DETR

Mr. Burr gave a progress report on the Port Marine Safety Code (PMSC). Following the publication of the Code last year Mr. Burr was pleased with the response from ports and the code should be implemented later on this year. There were still delays with the final draft of the Good Practice Guide with some concern from ports as to how to include the audit function. Concern had also been registered from the T&G over the consultation process with some ports choosing their consultees and not including their members. The DETR had advised those ports that T.U. groups were a source of valuable input and should be consulted accordingly. Despite this progress on the Guide had been positive and the initial draft had been generally well received. The role of this guide as a supplement to the PMSC was threefold:

Legislation: Following consultation the following areas had been identified by the DETR as requiring Government legislation

- Statutory requirement for Ports to be accountable and to provide detailed financial information.
- PEC's. The DETR were in favour of tightening the existing legislation.
- Reserve powers to deal with ports that became unsafe as a result of a failure to comply with the PMSC
- Trust ports to be granted wider commercial and environmental powers
- Simplification of Enquiry procedures.
- Procedure to permit the closure of a failed port without the current requirement to draw up an Act of Parliament.
- To grant the right for a port to "opt out" of its pilotage powers if it did not employ any pilots.

At the time of the Conference it was unclear how these matters could be introduced into the Government's legislative programme but the Secretary of State, John Prescott had advised the DETR that he considered Safety related legislation of importance.

Code of Practice: This is based on the Health and Safety model and compliance with such a code will be legally binding without the need for further legislation.

Guidance: Basically this consists of examples of "Best Practice" Unfortunately the DETR has currently no "ideal model" port examples which are required for reference (!) and they are therefore seeking



Andrew Burr addressing delegates.

input from ports and port users to provide guidance on "This is how it should be done"

Mr. Burr gave an example of how "Good Practice" should operate. The MAIB has identified failures of the "Bridge Team" and there is evidence that many bridge teams are inadequate. There is therefore a potential "Risk" in such vessels transiting a port District. Having identified a potential Risk a port needs to have procedures to manage the risk. The problem is that a port cannot impose rules on shipping based on an assumption that the bridge team is always inadequate. The aim of the Guide therefore is to "bring the responsibilities of running a port to the attention of the Duty Holder(s)" and assist them in identifying and managing potential risks.

EUROPEAN PORT SERVICES DIRECTIVE

Having seen the draft Directive Mr. Burr confirmed that the DETR were opposed to the Directive in its current form. However he pointed out that so far the draft directive was a product of junior administrators and had not yet been passed to Senior Executives or Commissioners for ratification. Mr. Burr gave some background information to the Directive which was based around the principle of "Right of Establishment". Basically, the Directive has been proposed by ports and ship owners seeking to end restrictive practices in cargo handling (similar to the old Dock Labour Scheme), and secretive arrangements for the awarding of port service contracts, which still existed in many EU countries. The Commission feels that there is political support to widen the definition of Port Services, in particular towage, but it is of concern that pilotage has been re defined from the Safety section

into Port Services. The Directive, if introduced, would not automatically result in two or more pilotage companies supplying services to a port but would require separation of pilotage from the Port Authority. Mr. Burr emphasised that the final draft of the Directive had not yet appeared and when it did it would be subjected to detailed analysis. A full consultation process would be undertaken and pilots' associations would be consulted. Mr. Burr had attended EU fora on this matter and so far the UK was the only European Government to have produced a PMSC. The EU was impressed with the document and it could well form the basis of an EU Code. Mr. Burr had pointed out to the Transport Commissioners that aspects of the Proposed Directive on Port Services were in conflict with the PMSC. However pilots' organisations could not afford to be complacent on this issue.

Note: Since the Conference speech there has been a statement from the Commissioners to the effect that the proposed Directive will not seek to harmonise port structures but will seek to harmonise procedures. L.L. 15/12/00.

IMO

Mr. Burr had attended IMO session 48512 and following concerns over some of the proposals the UK had requested further discussions and these were granted under AOB. Two topics were put forward for discussion:

The use of English in port operations:

This was not of real relevance to the UK delegation but it had been included as a result of perceived safety implications when, for example, a pilot spoke to tugs, VTS, etc. in a foreign language. Naturally many countries were opposed to this requirement as being too restrictive and impractical.

Provision of Advance information (Port Passage Plan) by ships' masters.

It was considered that as they stood the proposals on this matter were far too inflexible requiring the master to provide a detailed passage plan to the berth, including wheel over positions and speeds in reaches etc.! The UK suggested that they should be resisted on the basis that since some of the detail would be unavailable to the Master he would be placed in an almost impossible position. It also effectively transferred the responsibilities of a pilot to the Master and would therefore make it difficult for the pilot to provide a professional service.

The DETR had pointed out that they regard port passage planning as

incremental with an accumulation of information from different sources with some provided in advance, some when the pilot boards and finally during the port passage should the circumstances affecting that passage change.

As a result of this discussion it is hoped that a more suitably worded section will be drawn up.

Note: These matters alone should convince any doubters of the importance of the UKMPA being part of IMPA. The discussion apparently met with great opposition from many shipping interests and it was mainly due to the presence of IMPA pilots who provided detailed expert experience, and coherent intelligent argument, that the proposal was not included at that session.

Training

Mr. Burr introduced this topic by pointing out that there is a growing shortage of qualified marine personnel and in some countries, where the problem was acute, ports were employing non marine personnel to fill port vacancies. Whilst the

situation in the UK was not yet critical Mr. Burr informed the delegates that unless pilots were pro-active on this matter then ports would inevitably recruit foreign nationals to fill vacancies. The UK through the DETR is currently the only country addressing the issue of training and future supply and is at the forefront of the initiative internationally. The International Association of Harbour Masters has asked IMO to include training guidelines for port personnel.

Pilots were the first group to have produced a document detailing competence standards and the DETR were keen to extend this document into a National Standard for pilots which would dovetail with the ports responsibility to grant authorisations and to be accountable for their district. These standards should also tie in with a port's Safety Management System and their risk assessment procedures. The DETR wished to resolve this issue and were planning future meetings where the UKMPA would be represented. Mr. Burr then passed this topic over Bob Jones from British Ports Industry Training (BPIT) who praised pilots for their input in producing the

"National Occupational Standards for Marine Pilots" which was their document. However, now that the document had been published pilots had to decide what to do with it!

Bob Jones considers it of the utmost importance that pilots themselves produce a format for a National Pilot Qualification and must look at the matter from a totally fresh viewpoint. The supply of holders of a Masters' certificate was not a realistic option for the future so a new route to pilotage must be introduced. Pilots should consider what title the qualification should have and what experience or academic qualification should underpin it. Pilots should also adopt the airline system of regular inter-pilot assessments. A lively question and answer session ensued and Bob Jones concluded by pointing out that as professionals pilots should set the standards and should have nothing to fear by being assessed against such standards. Mr. Burr closed the session by warning the delegates present that if pilots failed to address the issue, a training / qualification regime would be imposed upon them and asked whether or not pilots felt that this would be desirable.

RISK ASSESSMENT

One of the requirements of the Port Marine Safety Code is for ports to undertake a Formal Risk Assessment. Whilst the Code is currently a UK document and has not yet been implemented, the following news cutting from Fairplay magazine should leave ports fully aware of the implications of not undertaking a formal Risk Assessment prior to introducing new practices or procedures. Pilots also could well find themselves open to criticism if they undertake an act that has not been subjected to FRA.

Fairplay 22/12/00

Walleroo 'failed to assess risk' A misjudgement by the pilot and a lack of risk assessment covering the berthing of large ships contributed to major damage at the port of Wallaroo last April, an Australian Transport Safety Board report has revealed. The 64,954 DWT Maltese bulk carrier *Amarantos* was entering the South Australian grain port when it struck the wharf while berthing, causing substantial damage to the jetty and grain loader mounted on it. The port was normally serviced by "handysize" bulkers, but the *Amarantos* was the sixth in a series of larger vessels to call there. Although work had been underway to assess the issues of accepting such ships, no risk assessment had been completed. The ship sustained only minor non-structural damage in the incident, but the accident closed the port for grain exports for several months.

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)
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- Navigation Control Course
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PILOTS' GOLF ASSOCIATION

- Manchester Salver:** Paul Bridgeman
- Wilmslow Cup:** Tom Purvis & John Cahill
- Hawkestone Cup:** Bill Fairbairn
- Jim Purvis Memorial Trophy**
Best overall golfer: Bill Fairbairn

The twenty fifth Pilots' Annual Golf Tournament was held this year at Kinross, Scotland with thirty six golfers taking part from eight different stations: Bristol, Milford Haven, Tyne, Tees, Forth, Manchester, Liverpool and, last but not least, Humber. This was the first time we have played for the Jim Purvis Memorial Trophy.

Unfortunately due to the weather we were unable to play for the Pilots' Cup on the last last morning, the first time this has happened since the first meeting in 1976.

Next year we shall be at Forest Pines, Lincolnshire. Monday 3rd to Wednesday 5th September inclusive. Anyone interested in joining please contact JPW Ryder on 01646 600711.



Paul Bridgeman receiving the Manchester Salver from Peter Ryder Eileen Purvis presents the J Purvis Memorial Trophy to Bill Fairbairn.

Moyana Rescue

This photograph of Warsash cadets aboard *Clan McLean* after rescue from the sail training vessel *Moyana* accompanied the obituary of Herbert Stewart in the Daily Telegraph (see page 13)

The editor understands that at least one of these cadets went on to become a pilot. It would be interesting to put some names to the faces and perhaps to have a first hand account of the rescue.



Pilot's Nautical Crossword No 2

Congratulations to JD Marshall (Tyne) and N Stokes (Dover) for completing this challenging crossword. Despite making the same mistake on 45 across both will receive a prize.

Correct solution is as follows:

Across: 1) Ring bolt, 5) Free on board, 11) Eat, 12) Staysail, 13) Cathay, 15) Aroma, 16) Exit, 17) Rookies, 20) Warping, 23) Capstan, 25) Arc, 26) Scheme, 28) OM, 30) AB, 31) Post meridiem, 35) River Exe, 36) Sun, 38) IR, 40) Staged, 41) Entangled, 45) ILO, 46) US, 48) Eire, 50) PLA, 51) Abort, 54) ABP, 55) Flashing, 57) Atalanta, 59) Run, 60) Steering, 61) Ramp, 62) Axe, 63) Anno, 64) In stays, 67) Goa, 69) Clean, 70) Fog, 72) HE, 73) Berth on arrival, 74) Lash.

Down: 2) Interaction, 3) Guy rope, 4) Telescope, 5) Flat, 6) Echo, 7) BEA, 8) Oar, 9) Atomic, 10) Draught, 13) Cippus, 14) Yaw, 18) Iceberg, 19) Stem, 21) Rating, 22) PR, 24) Nor, 27) Marina, 29) Mist, 32) Tank, 33) Dual, 34) Media, 37) Stowage plan, 39) Adur, 41) Estuarial, 42) Trimaran, 43) Libation, 44) BI, 47) Start, 48) Express, 49) Rafting, 52) Tang, 53) Lane, 56) Hercules, 58) Luxor, 60) Sat, 64) Info, 65) Saga, 66) Yuri, 68) Oil, 69) CHA, 71) On.

ADMIRALTY NOTICES TO MARINERS ON THE WEB

The UKHO are now publishing notices to mariners on the internet. The new service known as ANMO can be downloaded from the UKHO web site at:

www.ukho.gov.uk

- The presentation is the same as the weekly paper version.
- Users can view and print individual notices and full colour correction blocks on standard PC.
- Hypertext links are included in documents to allow users faster access to the relevant sections and pages of each NM.

"OUR PILOTS"

Composed by Mrs. Curwen, wife of a local Pilot, in honour of the visit of the United Kingdom Pilots' Association to Barrow in 1907.

Poets of every age have sung the deeds of soldiers brave,
And told in glowing terms the acts of sailors on the wave,
But few have thought to sing the praise of gallant men like these,
The watch-dogs of the ocean – patrols of the stormy seas.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
Lest haply some ship anear, finding no pilot, should steer
On to the dangerous coast.

When tempests wild are raging, and seas run mountains high,
And, other craft are hastening home, or seeking refuge nigh,
The pilots closely reef their sails, for duty bids them stay,
E'en though the angry waters may claim them as their prey.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
For when stormy winds roar, good ships drive ashore,
And without him some would be lost.

When treacherous mists descending, shroud sea and land in gloom,
And to the weary mariner's ear is borne the breakers' boom,
And rock, or shoal, or sand may prove a death-trap, or a grave,
He hears a welcome "Ship ahoy!" and hails the pilot brave.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
For rock, sand, and shoal, he knows one and all,
And without him the ship would be lost.

Men talk when nights are dark and wild of noble ships anear,
Laden with costly merchandise, and precious lives more dear;
But few e'er give a passing thought to the pilot in command,
Upon whose wisdom all rely to bring them safe to land.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
With eye ever ready, nerve ever steady,
Or the good ship might be lost.

When the sweet church bells are chiming his anchor he must weigh,
For neither tide nor time will wait while the pilot goes to pray;
Though life be on his threshold, or death's dark shadow near,
He never shirks his duty, either for love or fear.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
Though death itself is nigh, he answers duty's cry
Lest the good ship should be lost.

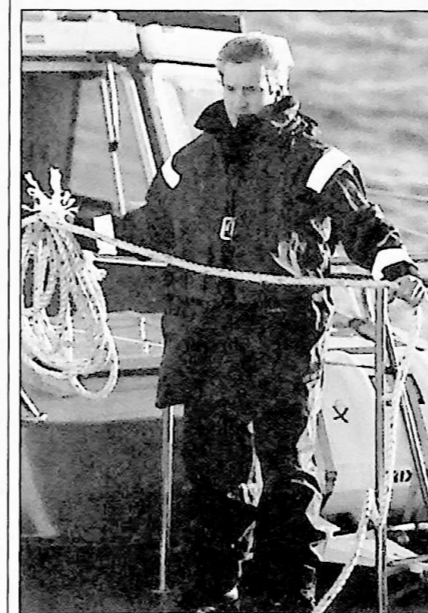
And sometimes 'tis the pilot's lot to lose his life at sea –
The deeps on which he long, has tossed, his grave destined to be,
But none call him heroic, or deem his actions brave
Though at the post of duty he finds a watery grave.
Tides ebb and flow – ships come and go, And the pilot must be at his post,
And over the harbour bar, one day, he sails afar –
To find a fairer coast.

Sing, aye sing of the soldier's deeds,
And tell the gallant sailor's story;
But when speaking of heroes of the waves,
Tell of the trusty pilots brave,
And give them their meed of glory!

*Annie Isabel Curwen
Roa Island, June 24th, 1907.*



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



Designed with the advice of pilots the Viking Jacket:

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

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OBITUARIES

Peter Spencer James

Peter was born in Prestatyn, N Wales in October 1933. After the untimely death of his father when Peter was three the rest of the family moved to Bebington in Wirral and then in 1941 to Upton. Peter was an old boy of Birkenhead Institute and had set his sights at a very early age on joining the Liverpool Pilot Service.

He left school in 1950 to join the Clan Line and embarked on the *Clan Keith* heading for the usual circuitous trip round the Indian coast. On 5th September 1951 he entered the Liverpool Pilot Service to begin what was to become a very fulfilling career. He gained his Third Class licence in 1957 and in 1969 was made a Senior First Class Pilot.

There were two children by Peter's first marriage to Ann Rowbottom, first-born Martin and later Helen. Sadly Ann died in 1989 from a serious illness. At that time Peter was an officer in the VTS at the Liverpool Port Control Centre having retired from active piloting in the 1988 re-organisation of the Pilot Service. He found very much happiness when he married his second wife Sandy and settled in Heswall. He retired from the VTS in 1996. Peter had been a great servant to the Port of Liverpool and a true and loyal friend and



colleague to all of us.

Heswall Sea Scout Group will remember him with great affection for his twenty years of help and experience in teaching seamanship and many other skills.

Peter will be remembered for many things, not least his expert model making. He was a member of the Wirral Model Boat Club and made many models of which he was, quite rightly, immensely

proud. My own favourite was a steam-driven model of the Barry Pilot Boat *Chimaera*. It took pride of place in his hall, that is, when it wasn't boarding ships in a not so quiet backwater.

He will be greatly missed by Sandy, his children, grandchildren and all who were fortunate to have known him.

Don Twells

Anthony Schofield

Always known as Tony to his friends and colleagues, he died on 22nd October 2000. He was born in Liverpool in 1928, the son of a Liverpool Pilot. His two uncles were also of the same profession, so it is not surprising that his sole ambition was to become one himself.

Tony was educated at St Edward's College, Liverpool, run by the redoubtable Christian Brothers. He was happy at school, indeed several of his school chums became lifelong friends and were among the large congregation at his funeral mass.

He went to sea as a Cadet with Blue Funnel Line in 1944. The rank of Cadet was established by Alfred Holt's specially for prospective Liverpool Pilot apprentices, to enable them to get their sea time before joining the Service. After two voyages he was called into the Service and began his seven long years as a boathand before getting his Third Class licence in 1952. He enjoyed his life as a Pilot, and became appropriated to Furness Withy and then P&O before retiring in 1988.

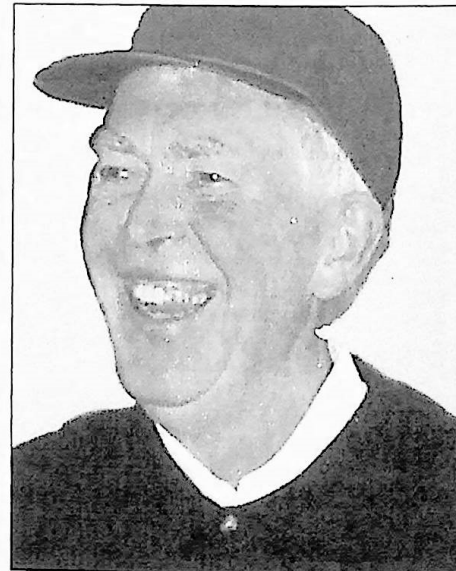
In 1959 Tony married Bridget. They bought a plot of land in Barnston, Wirral, and Tony supervised the building of

'Majella', which was his pride and joy. In 1960 they had their first child, a son Christopher, followed by daughters Katherine, Susan, Rosemary and Elizabeth. A very busy time for them both, but sadly tragedy struck in 1981 when Bridget became ill and died of cancer. It was a bitter blow, and Tony was devastated, but he managed to carry on and kept the family together somehow.

In 1983 he was fortunate to meet and marry his beloved second wife, Joan, who was the widow of Eric Landy, the former Electrical Superintendent of Elder Dempster Line. She had one daughter, Erica.

In retirement Tony kept in touch with colleagues and friends. He was for a time Chairman of the Liverpool Pilots Association (Retired) and he and Joan went on many of the holidays organised by this active group. He was also involved with the Merseyside Maritime Museum, and enjoyed working on and sailing in their tug, *Brocklebank*.

Until the last few months of his life, Tony had always enjoyed good health, and his diagnosis with a brain tumour was especially cruel to him as he was unable to communicate, to read, or to solve his Daily Telegraph crossword. He received



tremendous love and support from Joan, his children and friends, and in the last few months of his life, from the superlative nurses and staff at St John's Hospice, Clatterbridge.

Tony was a kind and generous man, much loved by his many friends, his colleagues and family. A man of firm Christian faith, he will be missed by all who knew him.

Submitted by Edmund Drew

OBITUARY SUPPLEMENT

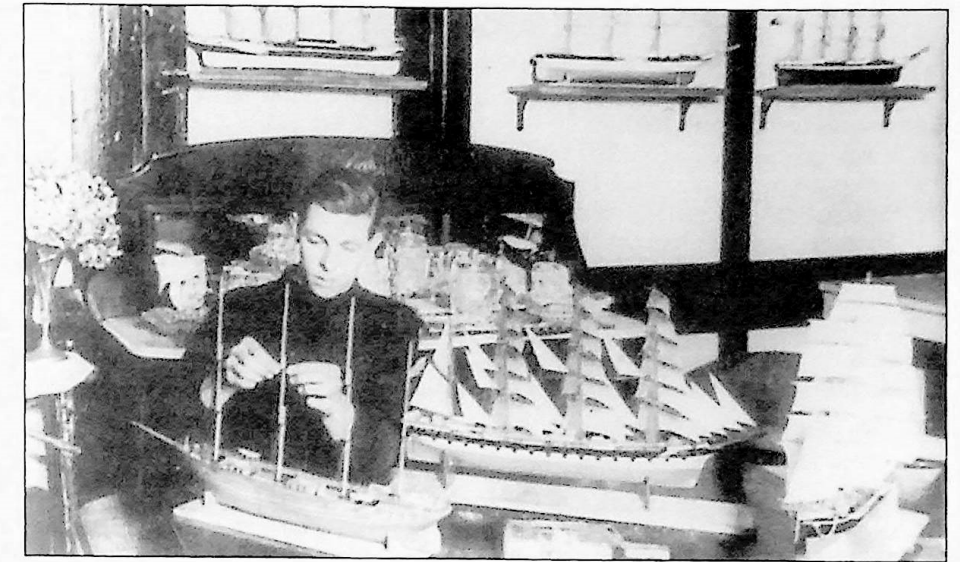
Occasionally I receive obituaries for seafarers other than pilots. Sadly, due to space restrictions it is necessary to restrict the obituaries to pilots. This quarter I have made an exception because these two mariners will have been well known to many pilots.

James S Brown Cutter Master, Cinque Ports



It will be with sadness that many pilots will learn of the death of James Brown aged 82.

James was born in 1918 into a family of Deal boatmen. He learned his boat-handling skills at an early age off Deal beach usually working with his father who also crewed the Lifeboat. He joined the Trinity House pilot cutter service as an able seaman in 1939 at the start of WW2 and worked on cutters serving the London District throughout the war. After the war he progressed through the rank of Mate to Master but was forced to retire at the age of 63, whilst serving as Master of the Sunk



Station cutter *Pathfinder*, as a result of a back injury having served 42 years with Trinity House. Following his retirement James became involved with the Deal Maritime & Local History Museum and was its Chairman from 1988 - 1996. James' local knowledge and skills were recognized as being of great benefit to the museum.

In particular James will be remembered for his magnificent ship models. From the age of 10 James had been making detailed models of ships. By the age of 19, the quality and precision of his models were

recognized as being of the highest quality and one of his models was recently valued in five figures. These modeling skills remained with James throughout his life and he was responsible for restoring some fine ship models for the Deal museum which had been discovered in a dilapidated condition in an attic in the town hall.

Jim was married in 1940, he is survived by his wife Kathleen and two sons, Stephen and Derek.

Submitted by Terry Williams, Director, Deal Maritime & Local History Museum

Herbert Stewart 1910-2000

Many pilots will have attended the School of Navigation in Warsash and will recall Herbert Stuart, who, having been involved with the School of Navigation since 1937, was its director from 1969 up until his retirement in 1974. As a cadet under his directorship my own recollection was that he was rarely seen except at social functions. This was fine by us cadets since we were somewhat in awe of his dour demeanor! This was probably a deliberate ploy because at social functions, with an adult audience, he could display a dry sense of humour during his speeches. Herbert was best known for his seamanship as Master of the Navigation School sail-training ketch *Moyana*. Although he had been Master of the *Moyana* since 1942 Herbert was hesitant about joining the first Tall Ships race from Torbay to Lisbon in 1956 mainly because the senior, experienced cadets were sitting their exams. However, the then director, George Wakeford was enthusiastic and following a refit *Moyana* entered the race with a largely inexperienced crew of 15 junior and

intermediate cadets. Herbert had however taken the precaution of enrolling his brother who was an experienced ocean racer and *Moyana* surprised all by arriving in Lisbon in 4th place. This position made her the overall winner of the race and she also picked up two other trophies. It was whilst returning home that *Moyana* ran into easterly gales in the South West approaches and started taking in water. After nearly two days the winds increased to force 11. Low on fuel and with *Moyana*

showing signs of breaking up a distress call was put out. The subsequent dramatic rescue by the *Clan Mclean* has been well documented but involved remarkable seamanship skills from both Captain Cater of the *Clan McClean* and Herbert Stewart which resulted in all on board being rescued unharmed.

Photo and detail from an obituary in the Daily Telegraph. 1/12/00

JCB



Clan Mclean undertaking the dramatic rescue of the Moyana.

DISTRICT QUARTERLY REPORTS

Humber

Retirements for the year 2000:

R Ward	3/07/00
M Ehlert	1/10/00
E Patterson	2/10/00
D Johnson	6/10/00
P Blud	7/11/00
B Watson	7/11/00
CC Walker	4/12/00

Transfer:

P Martin - to Harwich	18/08/00
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We wish all our ex-colleagues good fortune for their future.

Newly Authorised during 2000:

C Vernon	6/09/00
A Thomson	6/09/00
P Rosso	18/10/00
P Stephenson	19/12/00
J Harlock	26/12/00

THE PILOT

Published by **United Kingdom Maritime Pilots' Association**
(A Section of the Transport & General Workers Union)

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President Lord Tony Berkeley

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1925 - 1942	Lord Aspley, DSO, MC, MP (Bristol Central)
1946 - 1947	Admiral Lord Mountevans, KCB, DSO
1949 - 1962	Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
1963 - 1976	The Rt Hon James Callaghan, PC, MP (Cardiff South East)
1977 - 1991	The Rt Hon The Lord Strathcona and Mount Royal
1991 - 1997	Lord Stanley Clinton-Davis

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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).

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

DAS

Group Legal Protection Insurers

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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

Pensioners Deceased

August to October 2000

WG Backhouse	Liverpool
RB Black	London - North
DA Campbell	London - Channel
J Chambers	Tyne
DM Coggins	London - North
KA Gadd	Isle of Wight
HH Harrington	Manchester
PS James	Liverpool
J Johnstone	London - Thames
R Laverack	Humber
PG Marking	London - Medway
T MacNamara	London Thames
PN North	Crouch
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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 843135 (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)
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Dover	GPA Stokes	Dover Harbour Board, Harbour House, Dover, Kent, CT17 9BU	01304 240400 ext 4523 (O)
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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)
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(Harwich)	RJ Wild	Linstead, Heath Road, Bradfield, Manningtree, Essex CO11 2XD	01255 870018 (H)
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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)
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Manchester	DH Jackson	"Ty Boncyn", 2 Bryn Nebo, Bwlchgwyn, Clwyd, LL11 5YB	0151 327 1233 (O) 01978 757987 (H)
Medway	D Lloyd	Medway Pilots Committee, Garrison Point, Sheerness Docks, Sheerness, Kent ME12 1RX	01795 662276 (Duty Pilot)
Milford Haven ..	W Allen	Crossways Cottage, Rosemary Lane, West Williamston, via Kilgetty, Pembs SA68 0TA	01646 651637 (H)
Montrose	J West	"Craiginch" Ogilvy Terrace, Ferryden, Montrose, Angus DD10 9RG	01674 672302 (Port Authority) 01674 672789 (H)
Neath	PR Griffiths	9 Heatherslade Close, Mumbles, Swansea SA3 4HP	01792 363852 (H)
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Portsmouth	P Fryer	21 Montserrat Road, Lee on the Solent, Hants PO13 9LT	02392 297395 (O)
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Shoreham	DJ Miller	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)
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inc Port Talbot ...	GP Harris	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea, SA1 1QR	01656 662608 (H)
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Tees,			
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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 Runyard	14 Netherton Road, Weymouth, Dorset DT4 8SB	01305 773118
Whitehaven	CI Grant	Solway Pilotage & Marine Services, Solway House, Gilcrux, Cumbria CA5 2QD	01697 323961 (O)
Gt Yarmouth ...	Paul Haysom	9 The Street, Blundeston, Lowestoft, Suffolk, NR32 5AA	01502 731356 (H)