

# THE PILOT

July 2001

No.266



The official organ of the United Kingdom Maritime Pilots' Association

## Editorial

The other day I was piloting a feeder containership which, having been delayed leaving Antwerp, arrived at the pilot station one hour later than originally scheduled to fit in the docking programme at Tilbury. Whilst normally a new dock time could be allocated, on this occasion a succession of large ship movements would have resulted in a 5-hour delay if the ship missed its allocated slot. Although not a large ship it was still necessary to employ all the skills and experience acquired over the years to conduct a safe but fast passage. The careful liaison with other shipping and the VTS resulted in the vessel making its docking time and my receiving the warm congratulations from the Captain (an experienced regular) who had more or less resigned himself to anchoring for the later lock time. All pilots are aware such passages are routine and the satisfaction gained by a warm handshake from the master is probably the only assessment a pilot needs! After the passage was complete I reflected upon the current discussions on "reforming" pilotage by those whose ignorance of our profession leads them to consider our presence on board as an anachronism! Could the above passage have been undertaken by a VTS using "Enhanced Navigational Assistance"? The answer is no! Even the most modern VTS equipment suffers from target overlap and vector swap when vessels are operating in close proximity. Even without vector swap the essential "feel" of a ship which the pilot uses to increase and reduce headway as required is impossible without an experienced operator on the bridge, a theme which is highlighted by this quarter's feature which has been written by a pilot working in the VTS of a major port. So, why do ship owners and charters detest us so much? It is of course all down to costs, but what sums are saved by pilots? The above passage is typical in the daily life of a pilot. These considerable cost savings are never acknowledged nor quantified but taken for granted. Another point, for 90% of the above passage the Master of the above ship was down below, catching up on much needed sleep. Another "invisible" benefit that could never be quantified!

## Whither Pilotage?

*Debate abounds in various fora, august and less so, on the development of shore based or remote pilotage. Not unnaturally, it is driven in the belief that costs can be cut by the introduction of innovative technology. Maybe they can; maybe it will prove illusory. The impetus comes variously from ship owners, port authorities and equipment manufacturers. Noticeably lacking from the debate, so far as I can detect from the upper deck of the Clapham omnibus, is consideration of the practical, operational and legal procedures that will be necessary. Training and certification must surely follow. May I suggest that potential operators take a keen interest?*



A modern VTS Centre. "Learning when and how to intervene is difficult but crucial!"  
Photo: PLA

Increasingly, the beleaguered shipmaster has a weakened voice. All over the World pilots are under attack (read about the Portuguese pilots on page 5). It is only through pilotage organisations such as the UKMPA that our voice will be heard. If we, with our colleagues world wide, can make it loud enough it is just possible that someone may actually listen.

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

Email: john@pilotmag.fsnet.co.uk

### In This Issue

Editorial:	John Clandillon-Baker
Whither Pilotage?	JCB
Pension News	Jan Lemon
Disgraceful Treatment of Portuguese Pilots	JCB
Moyana	Warsash magazine "All Hands"
Annual Straits Regatta	John Curry
Commander Cawley Pt III	JCB
Book & Product Reviews	
Obituaries	
Coastlines	
George Woollard	

As a Class 1 pilot in a large estuarial and riverine port I have, over three years, spent one third of my working time as what has become known as a duty port controller. In essence this watch-keeping role combines the functions of duty harbour master, duty pilot and VTS supervisor. The Port Control Centre is well equipped with extended radar coverage feeding modern integrated displays with chart like navigational overlays. All tracked targets show automatically a true vector, and once tagged manually, their name. Overseeing shipping, be it conducted by a pilot, PEC holder or a "self taker", can be a sobering and salutary experience. Learning when and how to intervene is difficult but crucial. You may worsen rather than improve a deteriorating situation. Routinely we are watching over 20 -30 significant vessels underway. Of these about 20% are piloted, 50% PEC and the rest self-takers. Add as many again 'non reporting vessels' from the harbour craft, leisure, sailing and fishing sectors. These are often unseen to shore radar, seldom keep watch on the port control frequency, operate to a different set of colregs and have an unnerving affinity for the deepest water. Additionally, we are keeping an ear on at least two VHF channels, or trying to while they are heavily overlaid with "foreign" interference and static. Detecting, arousing and correcting "strays" before they collide or run aground is an art form, exercised surprisingly often. Some we win, some we don't! Life in port control is not for the faint hearted. Oh, and by the way, your professional indemnity as a pilot is not valid here and employers liability and/or loyal support is less than proven. I detect a worrying tendency for authorities, and the lawyers, to expect VTS increasingly to intervene in the correction of perceived errors by theoretically competent mariners afloat. Is this right? I think not; and serious questions about responsibility and liability need to be addressed. But not by me here!

## Shore pilotage

It is a valued and strongly recommended experience to try VTS from both ends of the telescope; as user and supplier of the service. Having painted a VTS backdrop, let's impose 'assisted passages', as we know them. Having conducted a few I would like to focus on practical and procedural aspects that need addressing by the practitioners. Firstly, terminology. As I understand the law, emphasised in a recent court case, pilotage can only be supplied onboard by a licensed pilot acting as servant of the owner providing advice to the master, and thereby having 'conduct' of the vessel's navigation. Ergo, pilotage cannot be conducted from elsewhere.

Therefore the words remote and pilotage are mutually exclusive. Others talk of 'enhanced navigation'. This is usually related to discussion involving technology 'enhancements'. However smart the kit is, and until proven otherwise, it still belongs in the category of nav aids. Virtual reality is still not reality and there is plenty of life remaining in the mark 1 eyeball. So, the expression 'assisted passage' will do for them.

## Procedures

The procedures in place at present are confined to describing the broad conditions, locations and types of vessels for which assisted passages may be considered. Their application is at the discretion of the duty port controller who will take into account weather, traffic, radar performance and likely ability of the ship. Essentially we are talking about inward passages only, when the seaward pilot is off station and the vessel can transit estuarial channels generally of 4 cable width to embark a pilot at the inner station.

A volunteer VTS qualified pilot conducts the passage. Before starting, a master/pilot exchange takes place on a discreet, but recorded, VHF channel. Additionally, the master may be asked probing questions about his charts and passage plan. He will be asked to acknowledge that he retains full responsibility for the navigation but should take note of such advice or direction he is given. In return, it is my practice to explain that I am a pilot, to outline our equipment capabilities, and to rehearse key elements of the passage plan. By this time we will have a good idea of any language problem, the state of the ship and thus make our 'risk assessment' of the enterprise. Contenders for this service are, of course, every bit as varied as when we meet them on board; from the regular modern well equipped clearly spoken to the complete unknown with out of date, if any, charts who barely understands English. It is a sad reflection that many do not pass the risk assessment stage. In addition there are those seeking port of refuge, with whom I am normally sympathetic.

At this point, procedures run out. How does one conduct the navigation from remote? As when afloat, I have found myself adapting 'style' and content to fit the customer's needs as perceived from his voice on the radio and the performance of his radar track. I have tried, variously:

1. **Direct control.** Giving direct wheel and engine orders. In this case for a bulker that had dragged anchor and needed to be brought back to a fairly precise anchorage position. Direct

orders because it was the only English the master understood and was prepared to act on. Possible only because the movement was a short one at slow speed, largely stemming the current. This method is not recommended for the obvious reasons of lack of feel and close observation of swing, ships head, speed, tide and wind etc. I am sure we are all clear that manoeuvring and ship-handling from afar are definitely out.

2. **Recommended headings.** "Recommend you now make your heading 285". Giving courses to steer is rather too direct and you know nothing about his compass. An experienced pilot will have chosen a heading to allow for expected set. He will probably steer 285 anyway. Now we have to wait for his radar vector to settle, observe for a while, and subsequently recommend adjustments as they become necessary. This method seems to work with reasonable equanimity.
3. **Information and direction.** "The next starboard hand buoy is a south cardinal now bearing 290 2 miles. Steer to leave it 1 to 2 cables to starboard."
4. **General direction.** "Steer to enter '.....' channel in approximate position half a mile north of '.....' buoy. Then follow the buoyed channel maintaining the starboard side."

Clearly such ad hoc methods are imprecise and therefore unsafe. At this point I sympathise with colleagues who decline this work. However, it isn't going to go away. Far better to devise a formalised and internationally recognised set of procedures. It could be as simple as defining, say for example, the four methods I have described and using their 'pro words' at the start of a transmission, or indeed to describe the method intended to be used for the whole passage.

## Communications

Communications need to be thought through. Ideally the pre passage exchange needs to be done on a discreet frequency. Is one available? What frequency should the passage be conducted on? The port control frequency for the area - both pilot and master have to monitor this anyway - so why not combine the two? This is alright if the vessel being 'assisted' is doing well and does not need much guidance. If too much is necessary, the port control frequency becomes overloaded, the pilot and master concerned embarrassed and everyone else peeved. Back on the discreet frequency we can sort ourselves out, but the port

frequency still cannot be ignored. So, more equipment is required at each end, and at least two sets of ears, each. Passing, overtaking and collision avoidance exchanges are conducted bridge to bridge; a situation that can leave the pilot ashore in limbo. I endeavour to get my charge to follow the optimum safe track, pass well clear of dangers, keep well to starboard in the fairway, observe the col regs and generally behave nicely. This can fall apart for example, when a regular trader, oblivious or indifferent to the assisted passage, bludgeons my chap into a green to green passing which I have deliberately set him up to avoid quite comfortably by showing a broad red and a healthy CPA. Had I been on the bridge I would certainly not have acquiesced. There is little time to argue. It is too close a call.

Analogies with Air Traffic Control (ATC) are made. Many are specious. Some may be useful. Communications is one. They and their associated ergonomics work. They do not depend on an ancient and decrepit VHF set, tacked to the wheelhouse bulkhead, far removed from a half decent radar and clean bridge window with a working windscreen wiper. The levels of VHF interference and poor discipline endured by seafarers would be wholly unacceptable to airmen. Secondly, aircraft in the same controlled airspace are all on the same frequency under the same one controller and operating to precise internationally set procedures. The maritime industry has got as far as separation schemes, precautionary areas, restricted zones and the like. Are we up for controlled waterspace? With the present

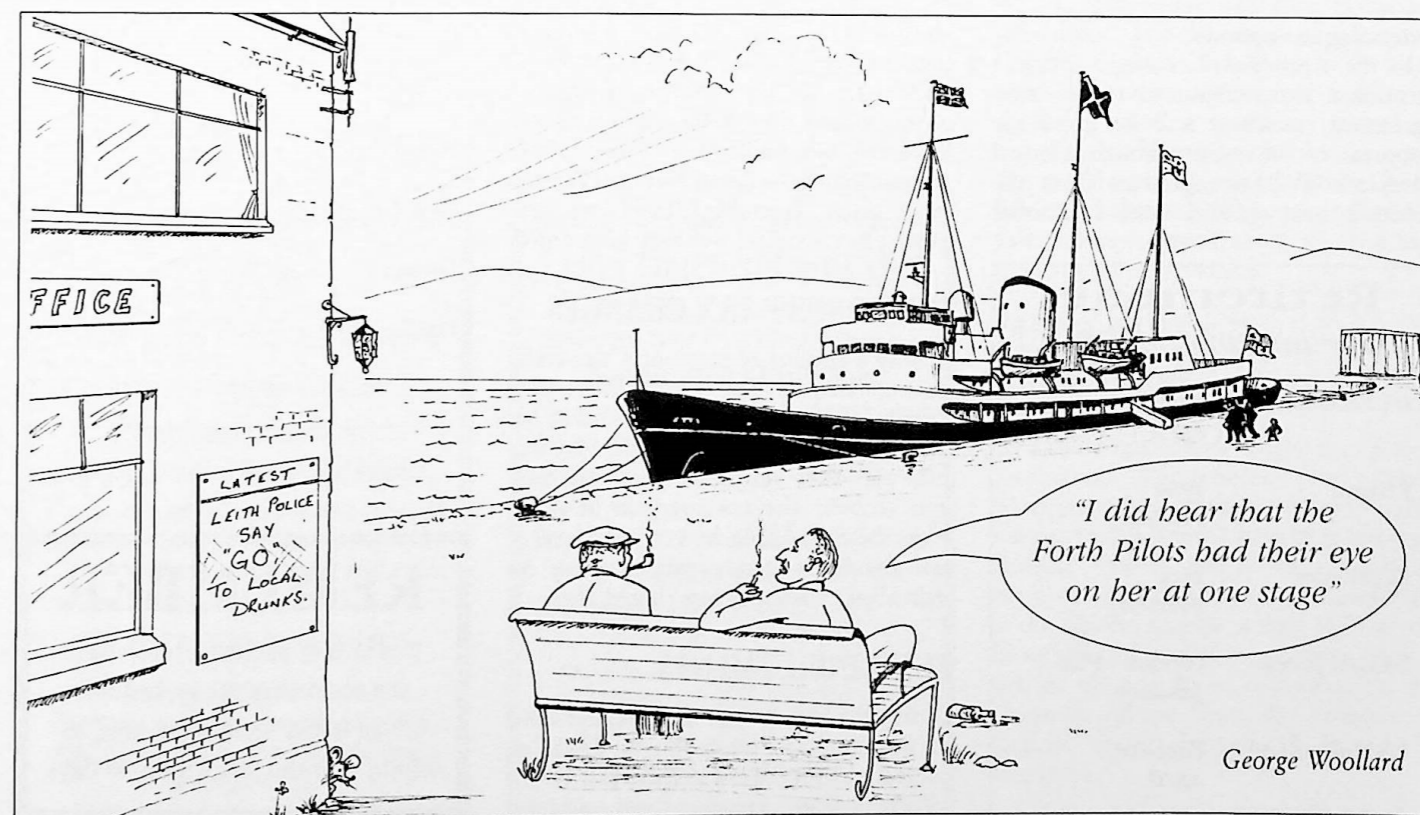
primary radar systems available in VTS this is impossible. Small leisure, pleasure and fishing vessels often do not show on radar, are not usually on the control frequency and still prefer deep water. If UAIS achieves its aims and becomes mandatory for all we can revisit this one. In one sense, ATC has it easier in that all its charges are going in similar directions, at similar speeds and at regulated separation intervals. They may not be able to stop, but their evasion options are rather greater.

An assisted passage, therefore, cannot be considered in isolation. It has to be fitted in with everything else. This suggests that more influence, or authority even, is necessary from shore 'control'. In turn this requires better communications, water space management and an identifiable control regime with approved procedures. We do have some, rather embryonic procedures. For example, the overtaking of certain tankers in certain areas requires permission from shore. The law enables harbour authorities to make bye-laws and directions. But these tend to be specific to locality. As in the air, the procedures needed for assisted passages now, and maybe navigation in controlled waterspace in the future should be international. Masters and shore providers alike should be trained and licensed to a common standard. Right now you can hear the question marks in the masters voice when discussing a passage. What sort of service am I going to get? Will it be any good? Will I be able to understand it? Will it bear any similarity to that experienced elsewhere?

So, who will provide the service? In the first instance, pilots presumably. But they

will wish for clarification of the procedural, legal and training aspects alluded to here. Additionally the pilot will expect still to work the passage afloat on a regular basis to retain not only his knowledge and experience, but also his credibility when operating ashore. Self-employed pilots may have an additional problem. Will VTSOs ultimately be trained for the purpose? Current experience suggests a grave reluctance on their part. Increasingly they are joining from a non-marine background. No doubt, when the nature and level of the service is more clearly defined and recognised procedures in place, training and certification for the purpose will follow. I am clear, however, that the value of information supplied to a master from VTS carries more weight and credibility if he knows it comes from a fellow practising mariner.

I began by suggesting that the drive for assisted passage is cost based. May I try a little inexpert cost benefit analysis? At present the saving is minimal. A pilot still boards for the river passage and berthing. So boarding charges hardly go away. Two pilots may be needed rather than one for the whole passage. To make the service safer and more credible, we need significant expenditure on emerging technology, and its approval and installation ashore and afloat. I have tried to demonstrate that we have much to do in developing internationally approved procedures and control regimes. There will be an additional training and certification cost. The savings argument does not look too convincing. As I say, accountancy is not my forte!



George Woollard

# PENSION NEWS

## "NEW" LABOUR WINS AGAIN

The general election has come and gone, with no change in the party in power, but there has been a change in several government departments. The newly created Department of Work and Pensions (DWP), headed by Alistair Darling, will include most of the former Department of Social Security (DSS) and the employment related areas of the Department for Education and Employment (DfEE).

In April 2002, the DWP will launch a Pensions Service for pensioners and for those saving for retirement. The Service aims to be "focused and streamlined". The creation of the new department indicates a welcomed link between working life and flexible retirement.

Following Jeff Rooker's elevated status to become Lord Rooker, Ian McCartney, MP for Makerfield has become the minister of state for pensions in the DWP. Mr. McCartney was previously at the Cabinet Office where his responsibilities included modernising government and promoting e-government. This followed a period at the Department of Trade and Industry dealing with legislation covering such issues as the national minimum wage and fairness at work.

Ian McCartney is also involved in the Better Government for Older People Initiative and he will retain this interest.

## AVC SCHEME (the Scheme)

### Extending the options

In the April *Pensions News* article I mentioned that, subject to the trustees' agreement, members will be given the opportunity to invest through Clerical Medical's AVC arrangements from the Scheme's next renewal date, 1 October

2001. This will mean that the Scheme's members will have three providers to choose from, albeit that both Equitable Life and Clerical Medical are now owned by the Halifax Group.

I am pleased to say that the trustees agreed to extend the options from October 2001 and members will then have the choice of a further seven funds, in addition to the twenty offered by the Equitable Life Assurance Society and up to six in Norwich Union.

The seven funds offered by Clerical Medical are:

#### With Profits Fund

#### Balanced Managed Fund

#### Cautious Managed Fund

#### Adventurous Managed Fund

#### Non Equity Managed Fund

#### U.K. Equity Fund

#### Ethical Fund

Full details about these funds will be included in the Scheme renewal documentation that Debbie Marten will circulate in August, in advance of the annual renewal date of 1st October.

In all, 50 members, over 40% of those contributing to the Scheme, decided to switch to Norwich Union as their future provider and of these, 9 transferred all their investments from Equitable Life to Norwich Union.

Just a further reminder that if you do not already make additional voluntary contributions but would like to do so, please write to Debbie Marten by the end of this month (July) and you will receive full details for joining on 1 October 2001.

If you joined the Pilots' National Pension Fund since September 2000 your new entrant form request will have been noted.

## PENSIONERS' TAX CHANGES

In May a number of pensioners' tax codes were updated and also new tax tables were issued. This meant that the amounts of tax deducted from pensions in April, May and June may have varied, as May's tax took into account any tax overpaid in April. From the end of June, however, the level of tax should remain constant unless an individual's circumstances should alter.

## FUND INVESTMENTS

During the first quarter of 2001, the value of the Fund fell by 6.3%, to £365.7m, compared with the fall in the FTSE 100 of 10.7%. The Fund's fixed interest

investments, particularly corporate bonds, produced a positive return, unlike (global) equities. The Fund's recent investments in Italian and German Government Bonds also contributed to an outperformance of the Fund's customised performance benchmark.

## MEMBERSHIP STATISTICS

Although membership and beneficiary statistics are published in the Pilots' National Pension Fund's Annual Report and Accounts, it might be of some interest if I were to include them from time to time in this article.

The position at the end of January 2001, updated with the changes over the following three months, are shown below.

Pilots	Empld	Self-Ed	Total
At 31/01/01	79	340	419
<i>Add</i>			
New members	-	1	1
<i>Deduct</i>			
Retirements	2	3	5
Resigned	1	-	1
At 30/04/01	76	338	414

Beneficiaries:	Males	Females	Total
At 31/01/01	975	487	1,462
<i>Add</i>			
New Pensioners	5	9	14
New Dependants	-	-	-
<i>Deduct</i>			
Deaths	10	9	19
	970	487	1,457

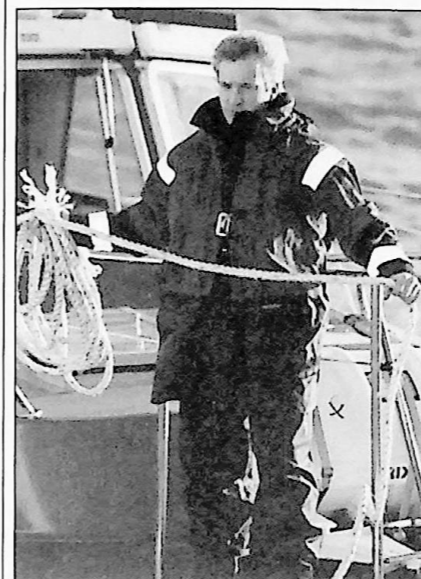
Jan Lemon

## REMEMBER

It is in your interest if involved in any accident or injury, however trivial it may seem at the time, to inform your insurers **within 30 days**.



**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

DFC Marine Ltd., Unit 27, City Business Park, Somerset Place, Plymouth PL3 4BB, UK.  
Tel: 01752 605464 • Fax: 01752 605242

e-mail: dan@danfellows.co.uk

## DAS

Group Legal Protection Insurers

*Insured Incidents we will cover:*

Personal Injury, Employment, Contract Disputes, Social/Legal Defence.

Any pilot involved in a personal injury or industrial claim must first contact the UKMPA head office who will then process the claim through DAS.

**UKMPA: 020 7611 2570/1**

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

## DISGRACEFUL TREATMENT OF PORTUGUESE PILOTS

Some of you may have read of the arrest and imprisonment of 10 Portuguese pilots in 1997 on the orders of the Minister of equipment, planning and territorial administration. After a lengthy legal battle the ten have now been cleared of all of the charges against them and the following is a brief account of the case. This appalling story begs the questions as to how such a case could have been brought in a European Country and who is really behind this vendetta against pilots? It also once again underlines the necessity for all pilots to be involved in the European and International pilotage associations.

The case was brought in 1996 when the Portuguese pilots came under investigation for receiving monetary "gifts" from local tug operations. These payments were for training provided by the pilots to the tug company, they were declared to the Government and tax was paid. At the end of 1996, five pilots from each of the two pilotage institutes were placed under investigation, and the ten were arrested in February 1997. The pilots plea of "not guilty" was dismissed by the judge who ordered their immediate imprisonment "until judgement", which could have lasted over four years. EMPA became involved and the other Portuguese pilots went on strike in sympathy. Geoff Topp (at that time EMPA President) visited the pilots in prison and met with Portuguese Government officials. Despite this involvement the High Court denied an appeal on the grounds that the pilots "might continue their criminal activity". In July 1997 Geoff wrote to the Portuguese President M. Sampaio, a move which at last secured the release of the pilots from prison on the understanding that they did not work. Despite this the situation worsened with the striking pilots being replaced and at the end of July 1997, the minister responsible for the arrests,

Joao Cravinho, accused pilots of engaging in "passive corruption and criminal association" and suspended compulsory pilotage in Portuguese waters. In a press statement at the time he explained that the reasons for the suspension was that "...only in a banana republic can 80 people bring a country to its knees..." The suspension of pilotage brought immediate condemnation from EMPA, IMPA and the ITF and whilst Cravinho was boasting that a new VTS system would do away with the need for pilots, the first three days of the suspension saw two vessels involved in a collision and one aground. August saw a "u-turn" from Cravinho who was forced to enter into negotiations with this "den of thieves" to reach an agreement which resulted in a satisfactory outcome for the pilots.

When the first case (against 14 Setubal pilots) went to court in December 1999 the judge absolved all 14 and criticised the District Attorney for bringing a case based on accusations with little evidence.

The case against the Lisbon pilots went to court in October 2000. Again all the pilots were absolved on the grounds that the money received by the pilots was considered legal, having been taxed by the inland revenue. Following this judgement the Government prosecutor had 15 days in which to appeal but failed to do so.

In an attempt to receive a full public apology through the courts, the pilots tabled a criminal complaint against the Ministers responsible for defamation. "We want to publicly clear our names ... we want to show people what these politicians have done," said the pilots' representative Captain Casaca. However, with their politicians' immunity against having to appear in court, it is unlikely that those responsible will ever be called to account, and to add to their woes, pilotage in Lisbon has been taken under the control of the Lisbon Port Administration, which is also currently being privatised.

## DUTCH PILOTAGE: Partial Victory

AFTER negotiations with the pilots' association Loodswezen, the Dutch government has withdrawn its proposal to exempt vessels below 100 m from pilotage. Instead, vessels below 70 m will be exempted in Rotterdam and Amsterdam; in the Western Schelde, a limit of 75 m will be established, and at the northern ports it will be 60 and 90 m, depending on the situation. At the Eems, the entrance to Delfzijl, vessels below 150 m will be exempted.

JCB

## Retirements

February to April 2001

DT Alexander	Belfast April
J Eagan	Tyne February
IG Johnston	Tees February
P Lloyd-Jones	London - PLA January
TD Mulholland	Humber April

# MOYANA

Further to the obituary of Herbert Stewart in the January issue where I wondered whether or not any pilots were on board the Moyana on her final voyage, I was contacted by John Nichols from the Scilly Isles who remembered well the dramatic rescue. Whilst he was unable to recall the names of all those on board, Alison Woods from the Warsash Maritime Centre kindly sent me a copy of the special Moyana issue of the Warsash magazine "All Hands". This magazine contains many contemporary accounts of the sinking and rescue. I felt that the following anonymous poem contained within that magazine was probably the most appropriate summation of the story.

Where are you bound for?  
Moyana, aboy!  
Bound west for Dartmouth;  
Come on board, my boy.

Where are you bound for?  
Tall Ships, aboy!  
Outward bound for Lisbon;  
Work ahead, my boy.

Move into Torbay  
Ready for the start.  
Good-bye, England.  
Good-bye, Dart.

Over the line, now  
Flying her pace,  
Canvas all pulling!  
Away on the race!

Pray now take us  
From the shore of Devon  
Down to the Tagus,  
Great winds of heaven.

May all the tall ships  
Spread upon the seas  
Make a safe landfall  
If providence please.

May friendly rivalry  
And long sea chase  
End in sailor revelry  
After the race.

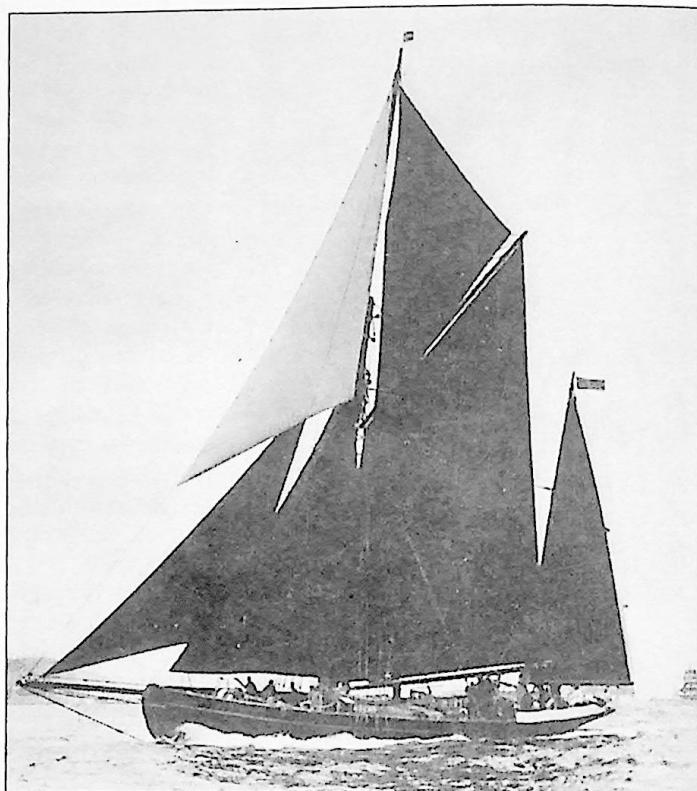
Who was triumphant?  
Moyana, aboy!  
Yes, I won for England.  
And you so proud, my boy!

Honour, then, and trophy,  
Festivity and mirth:  
These are for the lordly  
And successful ones of earth.

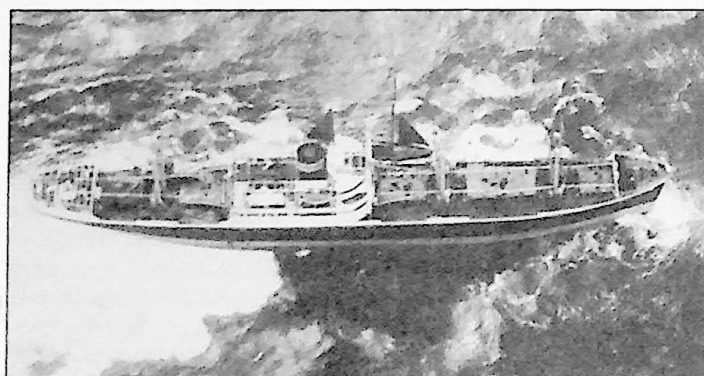
Time for the voyage home!  
Come away all  
You square-rigs and fore-and-aft  
Ships fine and tall.

Out on her last run  
Moyana sets forth  
Bound for her home port  
Far in the north.

Finish the feasting, lad!  
Strain to the sheet  
In squall and mist alike,  
In icy sleet,



TV Moyana



Above: Moyana alongside Clan Maclean

Below: Captain Cater of the Clan Maclean and the Moyana crew



And rain and tumbling  
Seas running wild;  
Making you a man, lad,  
Who was so late a child.

Ushant abeam, now;  
She's out of the Bay.  
Moyana Victorious  
Is well on her way.

Storm-wracked and frantic  
The lovely ketch flies.  
Screaming winds drive her  
Under sable skies,

Down the steep wild slopes,  
Up the desperate hills,  
On a course she cannot quit.  
Now, while the heart chills,

Call your closest neighbours;  
Have them standing by.  
It's time for you to leave her:  
She wants not you should die.

Climb away to safety  
Up the cargo nets  
And leave Moyana free. Now  
She sails away: she frets

To free herself. Poseidon,  
Bid her welcome down below  
Where the swinging ocean's  
ravings  
Are silent, and the slow

Majesty of primeval dawn  
Laps the old ship in calm;  
And Moyana dreams forever,  
Safe from the gale's alarm.

And so it is with us,  
For in our checkered days  
Success, disaster, storm and sun  
Have had their patterned ways.

Success's honoured crown  
Shines with a fulgent light,  
But a greater glory is earned by  
the way  
We face the storm and the night.

Anon

**Moyana Cadets:**

- DN Baylis
- RTM Berry
- ML Blampied
- CS Cbeke
- CG Davis
- R Fewtrell
- JL Fielden
- DG Lemos-Botsaris
- TJ Llewellyn
- MF Minch
- RJ Nichols
- H Vane
- I Walker
- KD Watt

# Annual Straits Regatta



"All hands" before the serious business of the racing

Liverpool and Manchester again each turned out two crews at Plas Menai for what has now become an annual event. The weather on the day was more clement than last years "blow," when the centre was reluctant to allow the crews to take the high speed "707" racing machines off the moorings. A westerly three to four, blowing up the Straits with the last of the flood tide, presented ideal sailing conditions and Alec Cook of Manchester, took advantage of a superb start to put Manchester in the lead with a win in the first of eight races.

The Manchester "B" boat and Liverpool's self-styled "Rip-shits," (sic) sailing under the team title of "Curry's Plank Pilots" (with T-Shirts to match) each put in strenuous efforts to keep the score relatively even as the tide turned and the ebb was away. The Liverpool "A" team, or the "Chairman's boat", had a disastrous day, which, even passing their "B" team moored inexplicably to the windward mark, failed to improve.

All crews were having their share of victory save for Liverpool "A" team until for them, a miraculous decision was made to swap boats. In the fastest boat, vacated (much to their chagrain) by the Liverpool "B" team, the Chairman's crew sped to two consecutive firsts and everything hung in the bight of a mainsheet with one race to go. Then came a superb exhibition of racing ability and seamanship on behalf of the Liverpool "B" team helmed by the redoubtable Alastair Singleton. Alastair crossed the start first and held his lead in the proven slowest boat with commendable spinnaker work on the downwind leg which resulted in Liverpool keeping the trophy for the third year running.

Alec Cook is organising a friendly sailing event for other interested Services in September and it is hoped that a more serious competition may be organised for the Summer of 2002.

John Curry, Liverpool



The "Chairman" (John Curry) is committed to the Straits by members of the winning crew (Duncan Mackenzie and Gary Woodall whilst David Hodgson looks gleefully on.) for some obscure reason which he is still trying to work out!

## EU DIRECTIVE

Further to the feature in the April issue the UKMPA are continuing to make representations to the EU Commission in an endeavour to have pilotage removed from the proposed Directive. Both the UKMPA and EMPA have formally written to the Commission and copies of their letters are with your local secretary.

On the 9th of July in Brussels, prior to and during an EMPA reception, Lord Tony Berkeley, Norman McKinney and Simon Davey met with Conservative and Labour MEPs who, having listened to the arguments are supportive of the pilots' position. Unfortunately the Liberal MEPs were unable to attend but they are aware of the concerns and will hopefully be supportive.

In view of the considerable arguments stimulated by this controversial Directive

the deadline for amendments has been extended to 28th August. For amendments to be incorporated serious arguments need to be professionally stated.

The UKMPA, EMPA and IMPA have coherently presented the safety concerns and representations have also been made to the DTLR, ITF and ETF who are meeting at the end of July.

Feedback indicates that many pilots have written to their MEP and the UKPMA are thankful of the support from members.

If you have not yet written do not think that the fight has been won. At the time of going to press, Wolfgang Elsner, the official responsible for the Directive, has dismissed the ITF and Union opposition as "a lot of hot air"! All letters will provide valuable support for the Pilots' cause.

## UKMPA ANNUAL CONFERENCE 2001

The dates for the conference will be  
**Tuesday 6th and Wednesday 7th November.**

Venue:  
**TGWU Centre, Grand Parade, Eastbourne, E Sussex BN21 4DN**

Costs will be inclusive and yet to be advised.

Further information will be supplied to your local Secretary

# COMMANDER CAWLEY - "The Pilots' Friend"

## Part III

### The campaign for an inquiry into Pilots' grievances

Having undertaken the presidency of the United Kingdom Pilots' Association, Captain Cawley devoted almost all his energies without fee or reward to pilotage affairs, and for years he worked strenuously in building up a powerful organisation. He was aided in his task by the unremitting labours of Captain Langdon as General Secretary.

A general Election was held in the year following the formation of the UKPA and the opportunity was taken to issue a manifesto to the electorate. This manifesto detailed the grievances suffered by the pilots and included the following text which is still of relevance today. "...if we briefly state that our calling is cruelly harassed by conditions which need not exist, and fretted and impoverished by circumstances which might be easily remedied. Indeed, our very vocation is menaced. No false pride shall hinder us from asserting ourselves as men by whose judgment, skill and seamanship, ships and lives, whose number cannot be estimated, are annually preserved from those great perils of our home-waters to which vessels that venture to sail without our aid are continually falling victims."

The manifesto concluded with a request that parliamentary candidates should be asked to promise, if elected, to vote in favour of an inquiry into the grievances of the pilots of the United Kingdom.

Several years elapsed after the new Parliament met before the desire of pilots for an inquiry was satisfied. The second conference of the Association was held in London in 1885. Captain Bedford Pim, who was no longer in the House of Commons, had just returned from a visit to the United States, and he brought back, messages of goodwill and fellowship from their pilots. From the first the pilots were fortunate in interesting MPs in their cause, and several attended the dinner which formed part of the conference proceedings. At this dinner the chair was occupied by Mr John Puleston, MP for Devonport, who had been unable to attend the inaugural conference the previous year, but who, in regard to pilotage affairs at Cardiff, Swansea, and other places, had already proved himself a friend of pilots in the House of Commons.

The pilots' campaign was commented upon in an article in the Reporter of the Mercantile Marine Service Association,

shortly after the holding of the conference in London. "The pilots are certainly to be complimented," said the writer, "upon their able treatment of their cause. They are most fortunate in possessing, as President, Captain George Cawley, RNR, a man who not only understands the grievances of the pilots, but is quite capable of arguing the case in a convincing and almost unanswerable manner."

The next annual conference was held at Liverpool in 1886. The President again strongly voiced the grievances under which pilots suffered, and said some very hard things about the Marine Department of the Board of Trade. At this conference, the delegates also discussed the question of alien pilots, which was the subject of a Bill introduced a little later by Seymour King, MP.

So the pilots were getting themselves ready for the fight for self-preservation and improvement. A petition from the pilots of the United Kingdom, bearing some 1500 signatures, was prepared, and was presented to the House of Commons by Mr Puleston, but Parliament was dissolved soon afterwards. Early in 1887, however, several leading members of the Pilots' Association had an interview with some prominent Members of Parliament, and it was resolved that a number of MPs should sign a requisition asking for the appointment of a Committee of Inquiry. Mr Puleston again became involved and obtained some 200 signatures from sympathetic MPs, and when the pilots' annual conference took place in the summer at South Shields, Captain Cawley was in a position to announce that the inquiry would be granted as soon as the pressure of business in Parliament allowed. On the 27th of July 1887 Mr Puleston put a question to the First Lord of the Treasury (Mr WH Smith) in the House of Commons. He asked whether the Government would grant a Committee of the House early next Session to take into consideration the position of the pilots of the United Kingdom.

Mr Smith replied that, "in view of the representations made by the pilots and their representatives, the Government were willing to grant the Committee next Session. The question raised by the Bill of the hon. member for Hull (Mr King) dealing with alien pilotage certificates must be referred to such Committee when appointed".

Meanwhile the death of Rear-Admiral Pim which occurred in the autumn of 1886, had come as a great loss. Captain

Cawley especially felt it. "When I think of him," he said at the Shields Conference, "I cannot stifle those emotional feelings that will arise and assert themselves ... I would not, even if I could, restrain those feelings of loving admiration for one who was my highest ideal of a Christian sailor, and the finest type of nature's nobility that it has ever been my fortune to become acquainted with." The pilots of America and the Colonies joined with those of this country in contributing towards a Memorial.

### The Select Committee on Pilotage

In accordance with the promise given on behalf of the Government in the previous year a Select Committee was appointed in March 1888, "to consider the position of the pilotage system of the United Kingdom, with power to send for persons, papers, and records."

Mr (now Sir) John Puleston, was a notable member of the committee as was Mr King (now Sir Seymour King), who had introduced an Alien Pilotage Bill. The committee also included several other members who had considerable practical knowledge of the pilotage services around the UK.

The grievances of pilots at this time were very real and serious. The deductions compulsorily made from their earnings for the supposed purpose of providing pensions were largely swallowed up in useless official salaries and expenditure, instead of being devoted to the support of old pilots or their widows and children. Pilots had no redress if unjustly dealt with by their local authority, which had absolute power to fine or suspend a man, or to cancel a license without assigning a reason. There was at that time no right of appeal. Moreover, the local governing bodies were largely composed of persons not conversant with a seafaring life, and, with only one or two exceptions, pilots themselves had no representation on pilotage authorities. Pilotage exemption certificates were granted without proper discrimination, not only to British masters and mates, but also to aliens. Besides the public dangers resulting, regular licensed pilots suffered loss of income from the granting of these certificates, and they also suffered through the operations of unlicensed men who acted as pilots, against whom it was difficult to obtain convictions owing to the inadequacy of the law.

A great mass of evidence bearing on these grievances was placed before the Committee, the whole of whose long and tedious sittings were attended by the President of the Pilots' Association. He himself gave important evidence based on his long experience, and when finally the Report was issued it fully justified the pilots in their contentions, and recognised to the fullest extent the justice of their claims.

The Pilots' Conference of 1888 was delayed until after the publication of the Select Committee's Report. The gathering was held at Bristol. Captain Cawley, in his address, welcomed the Report as straightforward, decisive on many points, and as evincing an honest desire to eradicate many of the pilots' grievances. Although the Committee had not adopted some of the remedies suggested by the Association, the pilots had substantiated the existence and grave character of their grievances.

Legislation did follow quickly. When the pilot next met in conference in the summer of 1889 a Bill was before the House of Commons.

The Bill which was the outcome of the Select Committee's inquiry and report became law as the Merchant Shipping

(Pilotage) Act, 1889. In his Presidential Address at this conference, which was held in London Captain Cawley criticised the measure as embodying but very few of the recommendations that had been made and a large part of the time of the conference was devoted to considering its details. In the course of a few years it appeared that many points of substantial importance had been won, but this was distinctly open to question at first, and, as matters then appeared, it was not surprising that pilots should doubt whether they had really gained.

### The Bedford Pim Memorial

The outstanding feature of the 1888 Bristol Conference was the unveiling of the Bedford Pim Memorial. The mantle of Bedford Pim as the Pilots' Champion had fallen upon Sir John Puleston, and it was in the fitness of things that he should perform the ceremony of unveiling the pilots' memorial, not only because since he became a Member of Parliament he had in every possible way championed the cause of pilots, but also because of his associations with America. This memorial was an international tribute towards which the pilots of the United States had

contributed generously. Sir John Puleston, like the distinguished man whose memory was being honoured, had spent many years in the United States.

The Church of the Missions to Seamen at Bristol was the place selected for a window and brass to perpetuate the memory of Admiral Bedford Pim. Sir John Puleston showed considerable emotion in speaking of the memorial which had been placed there by the combined efforts of the pilots of the United States as well as those of this country, and of our colonies. He referred to the brilliant service rendered by Lieutenant Pim in starting out from the Resolute and rescuing the crew of the Investigator after a perilous journey across the ice, and to the action of the United States Government in afterwards presenting the Resolute, to which we had abandoned all claim, completely refitted, in the name of the American people, to our Queen.

Captain Cawley related how Admiral Pim, speaking of England and America, had said: "I look upon their friendship and mutual regard as a treasure greater, a strength more important to the both countries, than the greatest wealth, the most extended commerce, or the most powerful army and navy." The Captain



went on to refer to the backing of oak to which the brass was attached, made from the last remaining timbers of the old *Resolute*, which had been broken up at Chatham in 1880 and which had owed allegiance to both nations. "The last official act Admiral Pim performed in connection with our Association," said Captain Cawley, "was closing the Conference of 1885 with prayer. We feel, and shall continue to feel, those words of his prayer: God bless and preserve the pilots, and those they pilot, from all dangers. All honour to his memory comes from the east, the west, the north, and the south, from the uttermost ends of the earth, and from the isles of the sea."

#### PROGRESS OF THE PILOTS' ASSOCIATION

The United Kingdom Pilots' Association was now well established, and found many questions to be dealt with. Vigorous attempts had been made to discover what had become of moneys received by the Corporation of Bristol on behalf of the Bristol pilots by way of compensation for the abolition of differential dues. The pilots had never received the money, and no satisfactory explanation was forthcoming as to where it was gone. But the Bristol civic authorities had not stopped at failure to account. They had recently taken over the management of all the local docks, and were working them at a loss. They had been trying to lay the blame on some one, and had been eyeing the pilots as possible scapegoats. Proposals were being put forward to alter the law and reduce the compulsory pilotage area, without compensation to those who had entered the service on the faith of being assured employment. "This attempt of the Bristol Corporation to do away with their pilots' livelihood without compensation," said Captain Cawley to the pilots assembled at the Cork Conference in 1890, "is of far more interest to us all and deserves combating far more than Mr Chamberlain's attempt in the year 1884. This attempt to do in detail what could not be done at that time collectively, is one of the most dastardly and contemptible outrages ever sought to be perpetrated upon a body of men."

The United Kingdom Pilots' Association vigorously supported their Bristol members in resisting this attack made upon their interests by those in authority over them, and did so successfully, thus establishing the principle of compensation, which was recognised upon more than one subsequent occasion in connection with changes at other ports.

For several years the work in which Captain Cawley had interested himself went steadily forward without any striking development. From his residence, a few

miles distant, he came constantly to the head office of the Association in Bristol, frequently visiting it several times a week, and at each annual conference he delivered an address bearing upon current questions, insisting always that pilots were not a mere commercial convenience, but were required for a stronger reason, namely, to better ensure the safety of life and property, and he frequently emphasised the desirability of their governance being in the hands of practical mariners, who alone could understand and deal with the questions requiring consideration by a pilotage authority.

Always the President of the Pilots' Association kept in view the ultimate attainment of those things to which the pilots claimed they were entitled, which had not been conceded after the great investigation of 1888.

The Conferences of 1891 and the two following years were held at Swansea, Glasgow, and Belfast.

In 1894 the pilots met together at Hull. It was then ten years since the Association had been established, and the President, reviewing its history, pointed out that they had as their first act sought the aid of the Almighty to guide and assist them, and that it was not mere chance that had brought them the assistance of so many distinguished friends. He dwelt on the fact that they were forced by the very nature of their calling as pilots to become practical and thinking men. "We have," he proceeded, "to carry our lives in our hands by day and by night, and to do battle with the most formidable and most seemingly capricious of the brute powers of nature, to deal with storms of great violence, with strong tides, fogs, rocks and shoals, and other dangers known and unknown ... That fearing God, we may fear nought else; but defy the dangers of the seas, and that so by our example in facing danger manfully and fearlessly, we may be the means of engendering and stimulating courage and confidence in others; so that there never may be wanting in this country of ours, a race of seamen as pilots, willing and able to serve their Sovereign, her people, and our national commerce to the end of time."

After referring to the pleasure the delegates felt at meeting in the ancient seaport of Hull, Captain Cawley mentioned that among the documents in the Hull Trinity House was one dated in the 29th year of the reign of King Henry the Eighth setting forth:

"That the King being at that time staying in Hull, and observing a vessel being brought into the port by an alien shipmaster, without a local pilot on board, be straightway ordered her to proceed to sea again, and to be brought into the port

by a lodesman or pilot, duly appointed for such duties by the Corporation of the Trinity House of Kingston upon Hull."

This incident, coupled with the grant of a charter by which all ships were to be piloted by pilots duly accredited and appointed, Captain Cawley thought, showed that in those days such regulations as to the pilotage of foreign ships were considered necessary for our national protection, as it would have been unwise for others than the trusty and loyal subjects of the State to have the opportunity of acquiring a knowledge of the intricacies of the navigation of our harbours.

The granting of British pilotage certificates to alien shipmasters was a practice the discontinuance of which the pilots had up to then failed to secure. This question specially affected the east coast, and Captain Cawley took the opportunity of the Hull Conference to declare that as long as the Association existed its best efforts would be directed to obtaining a repeal of the law which allowed the granting of these certificates to aliens. The subsequent history of this agitation, which eventually aroused very great public interest, will be referred to later on.

## BEDFORD PIM MEMORIAL

You may recall that in the July 1999 issue of *The Pilot* I ran an article concerning the rescue of the memorial plaques of Bedford Pim and George Cawley from the demolition site of the bombed out Seamen's Institute church at Bristol by retired Bristol pilot John Rich. In following up this story John has provided me with regular updates on the progress of his endeavours to have these memorials placed on permanent display at the new seafarers' centre at Portbury. This seemingly simple project has involved a fair amount of frustrating bureaucracy for John but the latest news is that the installation of the plaques could be imminent, following professional cleaning which is hopefully to be undertaken shortly. John is cautiously optimistic!!

Having read this quarter's instalment of Commander Cawley's biography, I am sure that you will all agree that in rescuing the memorial plaques from almost certain loss, John has performed a great service to pilots and ensured that the memories of these dedicated pioneers of the UKPA will not be forgotten.

JCB

## PRODUCT REVIEW PILOT INFO 5

There are currently several companies providing lap-top pilotage assistants and all vary in complexity and price. This system, to the best of my knowledge, is unique in that it has been designed by a working pilot (Mike Marsh, Harwich) who has approached the computerisation of a pilotage act from a purely practical viewpoint. What does a pilot need? Ideally, a notebook which contains a database of approach channels with critical depths, tide tables and easy access to port documentation. The Pilot Info 5 provides all of that in its basic form which is contained within the PSION (version 5 or later) electronic notebook. A basic navigation program interacts with the tidal data program for a port to provide a passage plan for any vessel. When the details of the pilotage act are confirmed a pilot simply enters the ETA for the start of the passage along with the draft and the proposed passage route. UKC parameters can be preset and if the proposed passage falls outside those parameters then a warning alert will be displayed. If the details of the act

subsequently change as a result of a delay on the ETA or an amended draft the viability of the passage can be rapidly confirmed. A comprehensive ships database can be created and M notices, bye-laws, local regulations etc. can be stored for easy reference. The program can also be supplied on CD for use on a home or base station PC. The PSION can of course be linked to any PC. The system can be expanded with bolt-on options for GPS and WAP 'phone technology permitting live updates of position and tidal information or for emailing the passage plan ahead to the ship prior to boarding.

By dispensing with an electronic chart the Pilot Info system replaces the notebooks and documentation normally carried by a pilot with a wallet sized unit. With all ships now possessing at least one GPS and an increasing number being fitted with electronic charts the need for a pilot to bring his own ECDIS and GPS is questionable. With the Pilot Info 5, pilots retain their traditional role but have the facility to immediately update a passage plan if required, a desirable feature at a time when passage planning is high on the agenda at IMO.

With respect to costs these are

competitive. The PSION is widely available for around £350. There is a one off charge for the software and programming of a district (varies dependent on size) and there is a modest annual maintenance charge. Another plus factor is that the Managing Director of the company is a Master Mariner and thus fully appreciates the practical requirements. For further information contact:

Mike Harrison MNI MRIN  
Managing Director, Dolphin Maritime Software, 334 Storey House, White Cross, South Road, Lancaster. LA1 4XQ  
Tel/fax: 01524 841946  
email: sales@dolphinmaritime.com  
Web site: www.Dolphinmaritime.com

## BOOK REVIEW

### PILOTAGE: The Nautical Institute

Although now over ten years old this unique publication which stretches to nearly 400 pages still contains information of relevance today. Containing features written by pilots, and other relevant nautical professionals it is divided into 5 sections:

**Pilotage Organisation:** Covers aspects such as qualifications, boarding and landing practice, and general organisation.

**Planning Pilotage and Pilotage Techniques:** This section provides practical examples of different pilotage techniques along with hydrographic articles and tug use

**Traffic Management:** I suspected that this section would be out of date after 10 years but surprisingly most of the information is still relevant. Re-reading the problems section of the VTS in Rotterdam it is apparent that despite the phenomenal investment in VTS during the last 10 years, the fundamental problems have not yet been resolved.

**Shiphandling:** Despite the fact that there are several separate books dedicated to this subject, there is much of interest within this section to supplement those works.

**Bridge Design & Ship Control:** Again one would expect this section to be out of date but the principles remain relevant. What is most depressing is that 10 years on ships are still being built with bridge layouts that fail to meet even the most basic requirements of functionality.

This book contains a valuable wealth of expert information. You may not agree with all of the contributions but it provides much food for thought and should be included on any ready room reference bookshelf.

Published by: Nautical Institute.  
ISBN 1 8770077 07 5.  
£50 NI members £71.45 non members

## 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



WARSASH  
MARITIME CENTRE  
Professional Expertise & Innovation



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



# OBITUARIES

## Chris Frier



Alan Stanley Frier known to his many friends as Chris, was born in Ospringe near Faversham on June 12th 1927, where he attended the village school and later Faversham Grammar school. After one year at the School of Navigation, Southampton, he joined Blue Star Line in 1944. He had two over-riding passions one to be a Trinity House Pilot and the other sailing.

With the first in mind, he left Blue Star for General Steam to gain some experience of the River Thames. He was licensed as a London River Pilot in 1956, at 29 one of the youngest pilots to be licensed. After a long and successful pilotage career he retired in 1990.

His other passion sailing manifested itself when as 3rd Mate of the *Imperial Star* loading apples at Beauty Point Tasmania, Chris persuaded the Mate to allow him to take a ship's life boat away for a days sailing.

Shortly after being licensed in 1956 he joined the Medway Yacht club and since he did not have a boat he built one - The first of four.

Chris was commodore of Medway Yacht Club in 1982. He served on the RYA Council for a number of years and was out in his boat only days before he died.

Chris was also a Free Mason and he worked with the Teddy Bear Club who

produce a pantomime each year for childrens charities. Last year he played 'Baron Hard up' in Cinderella

Chris and his widow Eunice would have celebrated their Golden Wedding next February. He leaves a daughter Olive and twin grandsons, all great yachtsmen.

The funeral was attended by some 200 people, followed by a reception at the Medway Yacht Club.

A truly 'Good Shipmate' - Chris will be missed by all who knew him.

*Submitted by Eddie Boome.  
London district Retd.*

## Frank Elliott



Frank William Elliott was born on the 20th September 1919 in a tiny village called Tacks Beach situated in Placentia Bay off the south coast of Newfoundland, Canada.

Two things always spring to mind about "Newfies", they were God fearing and they were tough! Frank was no exception.

Frank's father, the Reverend Gordon Elliott, was an Anglican Minister who elected to come out from England to minister in Newfoundland's hard environment. There were few roads, people walked miles and the main link with the outside world was the coastal supply boat which traded supplies for fish, the main island occupation. Frank's

memories of his young days were fascinating to hear.

In September 1936 the family had to return to the UK to look after Frank's grandfather on the death of his grandmother. They lived in Ramsgate and near Deal where the Reverend Elliott was the vicar until 1948. Shortly after the family's return to England Frank joined the New Zealand Shipping Company, serving through the war, surviving several days in an open boat when torpedoed in the Atlantic. In 1947 the Reverend Elliott took the family back to Newfoundland but Frank had met Edna and sensibly stayed in England!

Edna and Frank married on the 4th June 1949 and Frank was called to the Trinity House Cinque Ports Pilotage on the 5th August 1952. Passing Walmer en route to London by sea Frank spotted a plot of land for sale. Thus "Anchors" was built from where the Elliott family of David, Jane and Andrew could hang things from the windows if they thought Dad was passing, and which is still the family house today.

Frank served the pilotage for over 34 years, battled at times with ill health, but was always ably nursed by his beautiful wife Edna, finally retiring on the 31st January 1987. He died on the 25th March after a long illness and will be sadly missed by Edna, his children David, Jane and Andrew and all the grandchildren.

*Submitted by John Godden.  
London District Retd.*

## Edward F Young

Always known as Ted, he was born on 13th September 1932 in Glasgow and was immensely proud of his birthplace. Although he left there at a very early age he considered himself to be a true Scot. His father was a master with B and I Line who, as commodore of a small Atlantic convoy, survived the torpedoing and sinking of his ship only to lose his life when the destroyer that rescued him was itself sunk. From this background came Ted's desire to seek a career at sea. He was influenced towards piloting by a neighbour, Ted Cottrill, who was a Liverpool Pilot.

He was educated at Rydal School in North Wales before joining the John Holt Line as an apprentice in 1948.

When he joined the Pilot Service in 1950 as an apprentice it soon became apparent to his colleagues that he possessed more than a passing knowledge of the workings

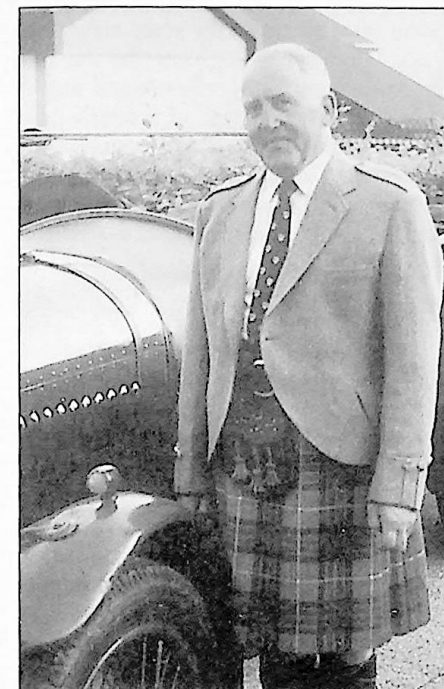
# THE PILOT

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

Transport House, 128 Theobald's Road, Holborn, London WC1X 8TN  
Tel: (020) 7611 2570/71 Fax: (020) 7611 2745 E-mail: ukpam@tgwu.org.uk

- President** Lord Tony Berkeley
- Past Presidents**  
1884 - 1910 Commander George Cawley (Founder President)  
1910 - 1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot)  
1923 - 1925 The Hon JM Kentworthy, MP (Hull Central)  
1925 - 1942 Lord Aspley, DSO, MC, MP (Bristol Central)  
1946 - 1947 Admiral Lord Mountevans, KCB, DSO  
1949 - 1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)  
1963 - 1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)  
1977 - 1991 The Rt Hon The Lord Strathcona and Mount Royal  
1991 - 1997 Lord Stanley Clinton-Davis
- Honorary vice-Presidents**  
Messrs F Berry, OBE, DI McMillan, T Morgan, C Wilkin, OBE
- National Secretary**  
R Webb 128 Theobald's Road, Holborn, London WC1X 8TN
- Chairman of the Section Committee**  
NCE McKinney 8 Alt-Min Avenue, Belfast, Northern Ireland BT8 6NJ (02890) 402302  
Email: nmckinney@tgwu.org.uk
- Secretary/Treasurer**  
JH Burn 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS (01912) 573999  
Email: j.jhb.burn@talk21.com
- Section Committee**  
A MacInnes 49b Howendhall Road, Liberton, Edinburgh, EH16 6TY (0131) 664 6373  
Email: amacinnnes@tgwu.org.uk  
S Davey 35 Hankin Ave., Little Oakley, Dovercourt, Essex CO12 5HE (01255) 240263  
Email: SIMON@spdavey.freereserve.co.uk  
G Mills 14 Elvey Drive, West Ella, North Humberstone (01482) 655604  
Email: george@georjen.karoo.co.uk  
LG Cate 35 Emcroft Cres, Westergate, Chichester, W Sussex PO20 6XL (01243) 544428  
Email: cateles@hotmail.com  
D Devey Brackenwood, Altami Road, Buckley, Flint CH7 3PG (01244) 540775  
Email: DDevey@aol.com
- Chairman, Technical & Training Committee**  
J Brown Daniel's Head, Ardenconnel Way, Rhu, Dunbarton G84 8RZ (01436) 820223
- Auditors** - Hawdon Bell & Company, North Shields
- Editor of 'The Pilot'** - John Clandillon-Baker (01304) 613020
- Secretary** - Davina Connor 020 7611 2571 • Email: ukmpa@tgwu.org.uk
- PNPF** - Jan Lemon Tel: 020 7278 3221 • Fax: 020 7278 6911

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



of the internal combustion engine. Since quite a few of them were the proud owners of motor cycles his talents were often in demand and more than one engine was induced to run efficiently on the same grade of fuel as that used in the boarding boats. This passion for things mechanical led in later life to the acquisition of his beloved vintage three-litre Bentley and, as a member of the Bentley Drivers' Club, to becoming the honorary Bentley spares controller world-wide - a task he carried out with his usual enthusiasm and efficiency for twenty years. It was not unknown for visitors to find his sitting room tastefully carpeted in shiny new parts.

He was licensed as a Third Class Pilot in 1956 continuing through the system to First Class four years later and it was during this time that he married Margaret Schofield. They had two sons, Nigel and Iain and it was through them that he later became involved in giving practical tuition to their Scout group.

In 1987 he became the appropriated pilot for Montreal Shipping, a position he was to hold for only a few short months before suffering a severe stroke which left him paralysed down one side and forced him to retire. He enjoyed piloting and during the years we served together he took everything as it came, cheerfully and without complaint. Although by now living alone this would not change: his disability was something to be considered carefully and dealt with efficiently. He drove an adapted car, flew to Canada to visit his brother and got on with his life. He preserved his positive attitude by following one of his favourite tenets, if you don't want to know the answer, don't ask the question, so he didn't. Though he tried to ignore it, his health gradually

deteriorated and he moved to sheltered accommodation some two years ago. Early this winter he suffered a heart attack and was admitted to hospital where he also developed pneumonia. Although he appeared to have made a good recovery and was discharged his unexpected death occurred only a few months later on 21st May 2001.

His funeral took place at Landican and was attended by many of his friends and former colleagues. As the cortege entered the final stage of its journey it was joined by his great friend and fellow enthusiast, Matt Wright, driving a Bentley. Ted would have loved that.

*William MacFarlane*

## Pensioners Deceased February to April 2001

CW Alexander	Dundee
RJ Ball	Manchester
CE Barron	London - Thames
FW Elliott	London - Cinque
NH England	SE Wales
JH Fraser	London - Channel
DW Hopkinson	Manchester
WCP Mills	London - Medway
R Tinmouth	Tyne

# Coastlines

## THE CUTTY SARK

Those of you who value our maritime heritage will probably have visited the *Cutty Sark* at Greenwich. This magnificent museum ship obviously requires an increasing amount of expensive maintenance and major work is now required to the hull of the ship. Until last autumn the *Cutty Sark* was included under the general umbrella of the Maritime Trust. Regrettably this generality resulted in the ship being refused a lottery grant (black holes seem preferable to black hulls! Ed) for restoration in 1999 and a review of the requirements for a successful application was undertaken by the Trust. As a result of this the *Cutty Sark* is now a separate trust called the Cutty Sark Trust, which has made it a separate entity within the general Maritime Trust. This somewhat paper exercise should facilitate a successful application for Lottery funding which would assist in assuring the long-term future of this magnificent ship. Meanwhile, a boost to the finances was received earlier this year when she was transformed into a troop carrier for the making of the film A.E.W. Mason's story 'Four Feathers' which is due for release at the end of the year. This film saw the *Cutty Sark* being rigged with sails for the first time since 1938.

For further details on the ship visit the website at [www.cuttysark.org.uk](http://www.cuttysark.org.uk)  
Tel: 020 8858 2698

Free entry is given to Friends of the Maritime trust:

Single membership £10 pa.

Family £22

Over 60s £6

Apply to Friends of the Maritime Trust  
2 Greenwich Church Street  
London SE10 9BG.

Volunteers are also required: If you live within 20 miles of Greenwich and fancy playing Jolly Jack Tar then apply to:

Esther Gordon-Keene

Visitor Services Manager

Cutty Sark

King William Walk

GREENWICH SE10 9HT

Tel: 020 8858 3445

## A SHORT SHARP SHOCK

In the early nineteen nineties I had a large Indian crewed bulk carrier to sail from the BSC Jetty, Immingham. Chris Thompson was my second pilot. The Indian captain was an enormous man with pukka sahib bearing and manners. The helmsman was a small frail looking man with white hair and advanced years.

Having swung the vessel off the berth and released the tugs I handed over to Chris for the outward passage. Perhaps confused by Chris' Geordie accent the helmsman put the wheel the wrong way in response to a change of course order. In an instant the captain towered over the helmsman and with a voice full of hidden menace snarled, 'Listen to what the pilot is telling you'. The helmsman visibly trembled.

Soon after he made the same error and to our complete amazement the captain bounded across the wheelhouse and with a right hand palm the size of a bear's paw gave the helmsman a resounding clout on the left ear. The unfortunate man almost collapsed onto his knees. 'Now listen to what the pilot is telling you', roared the captain.

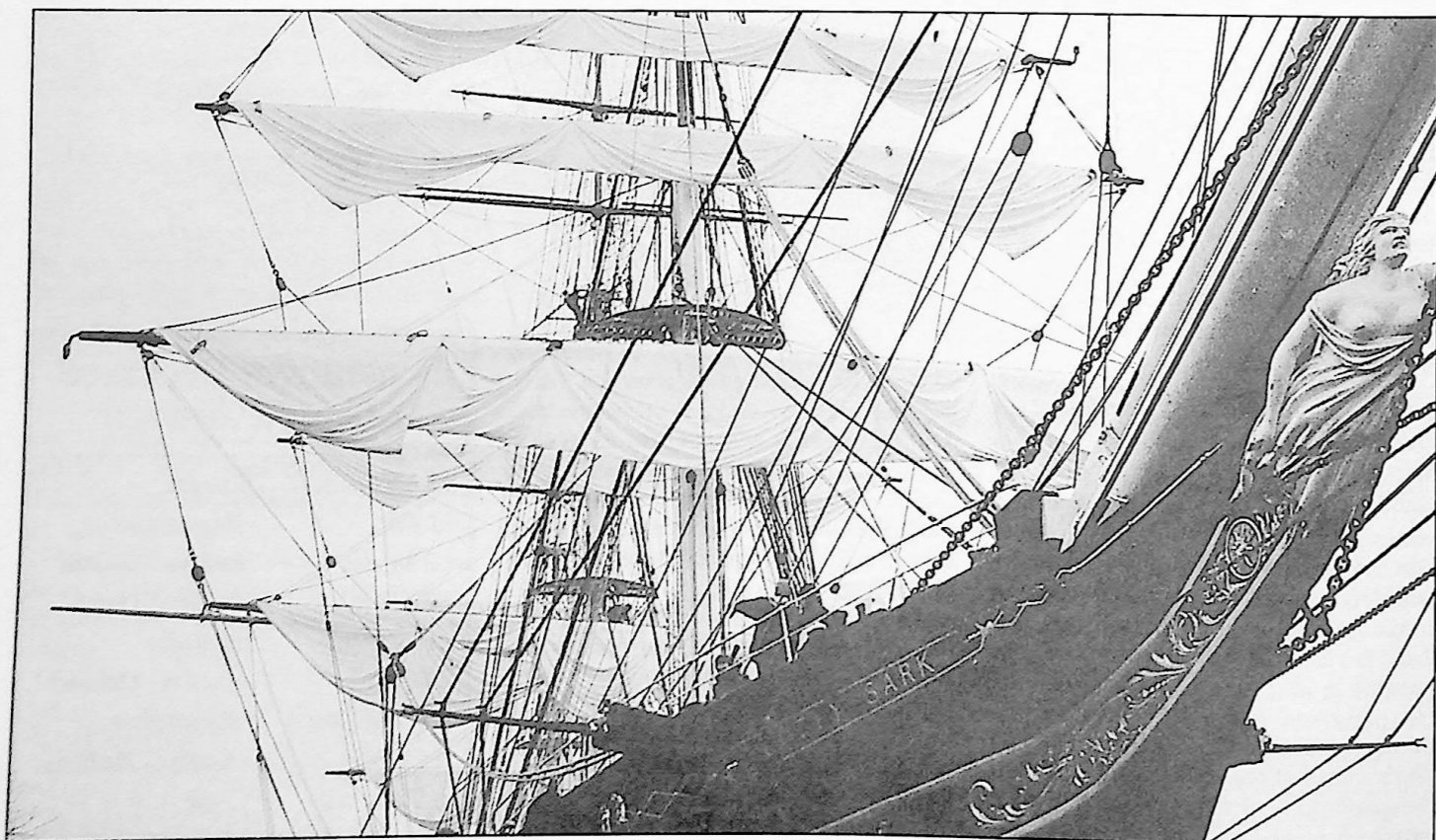
*(Just like the good old days! Ed.)*

*Submitted by Jeff Melia. Humber*

## LETTER TO THE EDITOR

As an ex Shipmaster and Pilot your Editorial re Directive Piloting took me back to 1984. 1985. 1986 - the same nervous reaction to a situation that was developing beyond one's control. We were exhorted to contact our MP as you have done today but the government, the shipowner, the port authority was hell bent on reducing the power of pilots and the inheritance passed down by their forebears. They succeeded because of weak leadership and the failure of the major pilotage districts to resist. That failure has led to this phase 2 - Directive Pilotage. Beyond this is phase 3 being the German/Dutch technology to reduce pilotage to a minimum. The defence against this development must surely be to support the stance of America and Canada and Australia in protecting pilotage as we know it today. Best of Luck.

*Bill Bulmer.*



# SeaSafe

## SYSTEMS

Specialists in High Quality Marine Safety Wear and Equipment



SeaSafe



## From Coat to Lifejacket in 0 - 5 Seconds

- Corporate Identity
- Automatic Emergency Inflation System
- CE APPROVED / DTp ENDORSED
- High Visibility Technology
- 100% WATERPROOF & BREATHABLE
- SELF & AUTOMATED INFLATION
- FULLY INTEGRATED LIFEJACKET
- Whistle
- Strobe Light
- Inflation Tube
- E.P.I.R.B.
- Waist Belt and Clip
- Retroreflective Tape
- Concealed Hood
- Safety Light
- Storm Cuffs
- Fully Integrated Lifting System
- Crotch Strap

MODEL SHOWN - BSi III

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

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

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



# United Kingdom Maritime Pilots' Association

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 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)
Crouch	D Enever Esq	23 Glebe Way, Frinton on Sea, Essex CO13 9HR	01255 677330
Dover	GRA Stokes	Dover Harbour Board, Harbour House, Dover, Kent, CT17 9BU	01304 240400 ext 4523 (O)
Dundee	S Campbell	103 Camphill Road, Broughty Ferry, Dundee	01382 731416 (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	Grosvenor, Wanswell, Berkeley, Gloucestershire GL13 9SB	07774 226143 & 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	'Ferneleaf', Lancaster Road, Preaton, Poulton-Le-Fylde, Lancs, FY6 0ER	01253 810178 (O)
Humber	DFS Williams, UKMPA 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)
Neath	PR Griffiths	9 Heatherslade Close, Mumbles, Swansea SA3 4HP	01792 363852 (H)
Newhaven	DC Collins-Williams	48 Sherwood Road, Seaford, East Sussex BN25 3EG	01323 894570 (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
Seaham	C Cambridge Esq	112 Princess Road, Seaham, Co Durham SR7 7TB	0191 581 6722
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)
Sunderland	MP Brooks	78 The Generals Wood, Harraton Village, Washington, Tyne & Wear NE38 9BW	0191 567 2162 (O)
Swansea,	GP Harris	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea, SA1 1QR	01656 662608 (H)
inc Port Talbot	KHG Pedersen	Wyeside Cottage, Red Rail, Hoarwithy, Hereford, HR2 6QS	01432 840419
South East Wales			
Tees,	JW Wilson	Tees Bay Pilots Ltd, PO Box 72, Middlesborough, TS8 0FY	01642 485648 Fax: 01642 472991
inc Hartlepool	JC Whittaker	Stone Lodge, Newton Road, Bishopstigheton, Nr Teignmouth, TQ14 9PR	0162677 6134 (H)
Teignmouth	JH Burn	44 Walton Avenue, North Shields, Tyne & Wear, NE29 9BS	0191 257 3999 (H); 0191 455 56567 (O)
Tyne	PM Runyard	14 Netherton Road, Weymouth, Dorset DT4 8SB	01305 773118
Weymouth	CI Grant	Solway Pilotage & Marine Services, Solway House, Gilcrux, Cumbria CA5 2QD	01697 323961 (O)
Whitehaven	Paul Haysom	9 The Street, Blundeston, Lowestoft, Suffolk, NR32 5AA	01502 731356 (H)
Gt Yarmouth			