

THE PILOT

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Editorial

Having been made aware of the various districts around the world where pilots are engaged in struggles to maintain their professional status and livelihood I cannot help but get the impression that there is a barely concealed cartel of shipping interests determined to undermine the high quality professional service of pilotage built up over centuries. The proposed EU Directive has all the hallmarks of having been written with the sole aim of deregulating compulsory pilotage and the situation in Russia where pilots have been offered the option of unemployment or a new contract with greatly reduced terms and conditions is now being repeated here on the Humber. Some maritime sectors have, for several years, been lobbying from a base of ignorance against pilotage and complaining at the perceived high cost of pilots. Pilots provide a highly professional service, and yet for some reason there is widespread resentment at pilots earning a professional salary. The same interests that willingly pay IT professionals 6-figure salaries and who do not hesitate at paying exorbitant hourly rates for legal advice constantly whinge that the cost of pilotage is strangulating trade. They state that pilotage is different and I cannot disagree with that viewpoint. If an IT professional makes an error, the consequences are written off as the fault of the computer and if a lawyer loses his case he walks back to the office and opens a new brief. A pilot, along with the ship's Master bears the full responsibility for his actions and if he gets it wrong will have to answer to an enquiry. With the inherent weakness of modern ships the pilot is daily aware that the slightest error could have disastrous consequences yet, being a professional, he continues to provide his expertise even when aware that conditions are marginal. What is happening within the industry effects us all. The UKMPA and by association EMPA and IMPA, provide the only voice protecting the professional status of pilots and it is now more important than ever that it receives your support.

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'Pods' Revisited

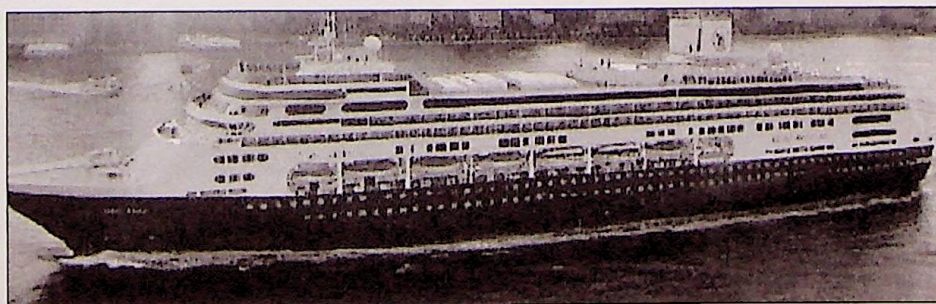
A "hands-on" experience

by Captain Kees Buckens, Master of the ms Amsterdam

As you may recall, last October I ran a feature on the Azipod. Azipod is the name given to the podded propulsion unit manufactured by ABB but an increasing number of companies are now manufacturing podded propulsion systems and as their reliability improves and efficiency gains of around 10% are confirmed by operators an increasing number of companies are ordering these units for an increasing variety of vessels. I felt that it would be of interest to include this article which appeared in the September issue of "SEAWAYS" and is reproduced with the kind permission of the Nautical Institute. The article is specific to a twin pod arrangement but it reveals that traditional ship handling methods are discarded. My own experience with tankers fitted with pods is that a similar rethink should be considered for a single pod. My observations, gained through unberthing stern to tide, are that single pod vessels seem

to handle far better stern first using the bow thruster to steer but not wishing to experiment with berthing loaded tankers stern to tide I am unable to confirm these observations!! With several new build tankers being fitted with podded propulsion it is perhaps time for the "boffins" to do some trials and for simulators to be programmed for pilot training. There again, I am unaware of any pilots ever having received any specific training for vessels equipped with high lift rudders such as the "Becker" so we will no doubt continue to handle these vessels in the "traditional" manner for the next millennium!!

The seventh of May 1998 was a memorable day in the history of cruise vessels, for it signified the launch of Carnival Cruiser *Elation* the first pod-propelled large cruise ship. The system, which can be considered a variant of the Schottel propellers on tugs and barges, had



ms Amsterdam

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been under construction for several years, and had been first tested on Arctic tankers. Since the launch of *Elation*, a lot has happened: most new-build cruise ships will have two, three, (or even four in the case of the *Queen Mary*) pods fitted under the stern of the vessel, while other operators are slowly signing on as well. Recently a ferry operator, operators of chemical and oil tankers, heavy lift vessels, offshore operators and the Royal Navy have ordered podded systems for their new buildings. Installation is not limited to newly constructed vessels, however: in order to gain additional propulsion power, a pod was recently fitted between two conventional propellers on the cruise ship *Costa Classica*. In the meantime, the number of pod manufacturers has increased. Currently four podded drives are on the market, while a fifth manufacturer has announced its intentions to design a pod system.



The Amsterdam's pod propellers

Using the pods as active rudders is very similar to a conventional set-up: the helmsman (or auto-pilot) sends a signal to the two or four steering pumps that rotate the pods between 35° port and 35° starboard, at a speed equivalent to the swing speed of an ordinary rudder. Steering in this manner is effective with speeds as low as 2 to 3 knots, however care must be taken when giving astern power. Initially the ship will 'listen' to the ahead position of the pods, but at an empirical ahead speed the ship will start swinging in an opposite direction.

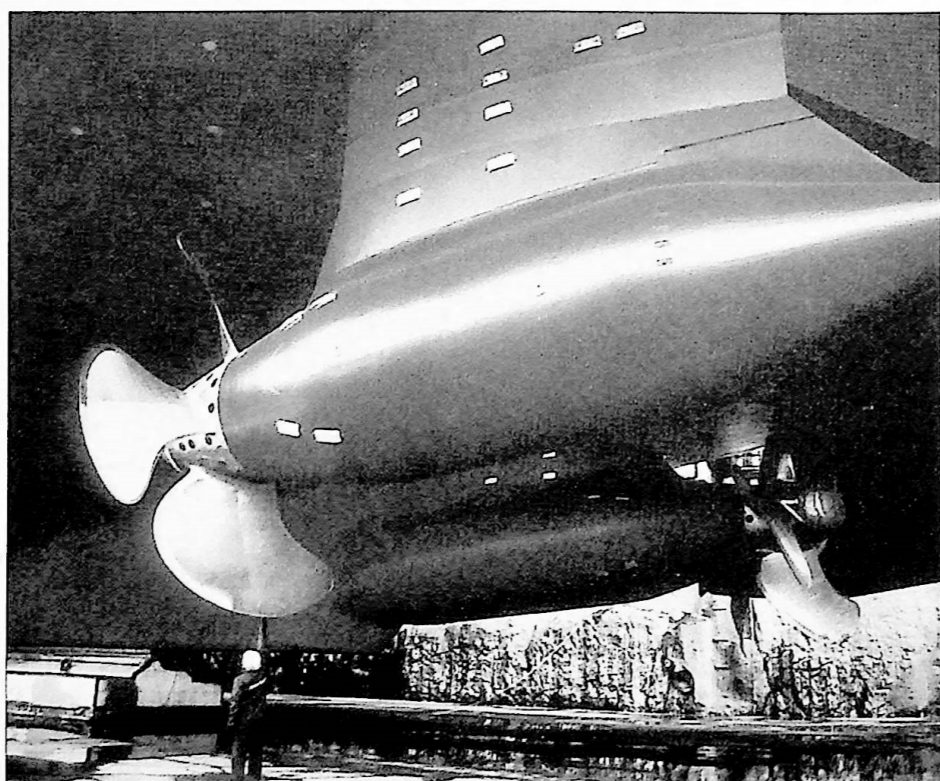
Working independently

When working the pods independently and copying a conventional set-up, one pod is fixed in the ahead/astern (0° angle) position, while the other pod can move through 360°, controlled by the azimuth lever on the bridge (the bow thrusters are

controlled by a separate handle). The choice of which pod to use in which position depends on several factors: a pulling pod is more effective than a pushing pod and pulling towards the keel is less effective than pulling to the side of the vessel. So the choice is influenced by the prevailing or expected forces (required), such as wind, current and route, as well as line boats, floating fenders and mooring lines in the water.

When wind and current allow, my personal preference is to control the outboard pod and fix the inboard pod in the ahead/astern position. In addition, when switching to this mode, an automatic 50% reduction of power-output to the pods is enforced. Combining this with the reduced effectiveness when pulling' pushing in a certain direction mentioned earlier, the resultant power-output may be only marginally greater than the power available at the bow-thrusters.

When sailing in this mode, the helmsman is dismissed and the direction and force of the pod is controlled with the azimuth handle. The pod will pull the stern of the vessel in the direction that the azimuth handle is pointed; in other words, when pointing the handle to port, this will move the stern to port and therefore swing the ship to starboard. This works well when docking the vessel, but underway it can easily cause confusion. This mode is very effective when sailing close to a closed wall, such as the Panama canals locks approach walls: a small angle on the outside pod with ahead force will compensate for the squat effect. To prevent confusion, the pod is frequently used in the 'abeam' (90° angle) position, operating it



When a master steps onboard a ship with podded propulsion, he or she is confronted with a completely set of new realities. Gone are the rudders, gone are the propeller-shafts and cumbersome bearings and gone are the stern thrusters. Instead they are replaced by a number of propeller pods that pull the ship through the water, in the direction of choice. As with each prototype, the first ships equipped with pods experienced a few challenges that were dealt with immediately and effectively by the operators and manufacturers. Lessons learned were translated into preventative action for following new builds.

While sailing in the open sea, the master notices very little difference compared with a conventional system: the fixed-blades pulling propeller, located at the front of the pod, ensures an optimum undisturbed water inflow to the propeller. This reduces noise and cavitation, while improving efficiency significantly, resulting in savings of 8% - 12% in fuel consumption. In addition, I found out that when it became necessary to run the ship with one pod only, the ship would sail at about 18 knots (max. speed 22 knots) with only a slight angle on the pod.

However, when making the approach for arrival in port, the differences become noticeable. The pods can be operated in a variety of modes (I sailed with Azipods) and the first decision the master has to make is to select one of the following modes for the arrival manoeuvre:

- Use the pods as 'active rudders' operated by the helmsman;
- Copy a conventional operation with one pod in the ahead position and the second pod rotatable over 360° (or angled sideways, acting as a stern thruster); or
- Use the joystick to control the pods.

effectively as a stern-thruster.

The most effective operational mode is using the joystick. In this mode, a computer controls the force and the angle (through 360°) on the pods, as well as the force on the bow thrusters. The ship will move in a direction and speed as a vector of the joystick-setting. The turning centre of the vessel can be stern, centre or bow, while the heading is controlled by a purposely-designed slow-speed autopilot, controlled with a rotating knob.

In this mode each pod is free to rotate through 360° while the midships' rudder position is equivalent to both pods in a 45° outward angle; and it takes less than 30 seconds to swing the pod through 180°. Although the 50% cent reduction of power-output is still in force, the computer combines both pods in an optimum position to execute the manoeuvre and as a result more force can be effectively used to move the ship against outside forces.

The joystick mode can also be selected in a cruise mode (with full power), copying the 'active' rudder mode, while controlling the direction (course) with the joystick rather than the helm. The advantage being

less switching (and testing) is required when changing to manoeuvring mode.

Port approach

When planning the approach to (or departure from) a port, the master will have to decide in which mode to arrive and when or where to change between modes. Under most circumstances there is ample time to approach with a helmsman on the wheel and slow the vessel down to docking speed, before changing mode for the mooring manoeuvre. However in some instances, such as a windy arrival in Curaçao, when berthing in the narrow entrance channel, there is the need for sufficient speed and accurate steering in the final approach, to compensate for the prevailing current and trade wind, and the ability to stay in directional-control when stopping the vessel within a ship's length, immediately after clearing the entrance.

Using the active rudders of the first mode gives the advantage of a helmsman steering the ship while the master has oversight of the operation; however one loses control when stopping the ship

without transverse power at the stern. Using the second mode, steering with one pod is confusing (handle to port changes course to starboard and vice versa), while 'fixing' the pod in a 90° angle position is an inefficient use of the available power. Therefore the most effective mode is to approach in the joystick-cruise mode and switch to joystick-manoeuving mode when stopping the ship. This requires a person thoroughly familiar with the joystick, as well as with the ship, to operate it. The disadvantage of this approach is that oversight is lost, small motions of the joystick control the motion of the vessel, and the bridge-team members cannot consent to a helm or engine order before it is executed.

It is clear that pods are here to stay, the economics are there and it does improve manoeuvrability to some extent. However, in order to improve the safe handling of the vessel, manufacturers and operators could revisit some of the operational aspects of the systems, such as the need for power reductions, some ways to prevent confusion in the operation and means to cross-check/oversee issues.

ESCORT TOWAGE UPDATE

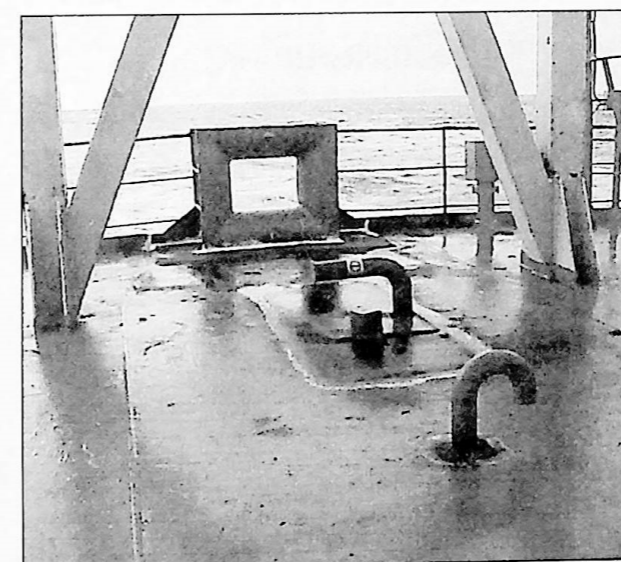
Further to my feature on escort towage, I was browsing the Internet on the subject and came across the following towage bracket which has been specifically designed to handle the high stress loads associated with such towage techniques, but most importantly would appear to make the connection of the heavy towing gear more simple and therefore safer. I have yet to undertake escort towage using this system so would be interested in any experience you may have with this equipment.

Southern Marine Shipping Services

STRONG POINT - To avoid the new generation of escort tug boats causing damage to your vessel Southern Marine have, in co-operation with Karmøy Winch AS, manufactured a new fairlead with high power of resistance and in co-operation with I. Benmo AB's Safety Bitt we supply a complete DnV approved 'Strong Point'.

By installing KARM / SMM 335 x 255 fairlead and Safety Bitt, your vessel will have a unique class approved strong point which shows charterers that your vessels are keeping a close look on safety at sea

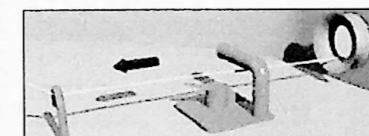
SAFETY BITT - One of the most stressful jobs, with a considerable amount of force involved, is when a tug is about to be connected. Connecting a tug is also part of the berthing work, which involves the co-operation of the men working at the fore and aft stations.



Specification **FAIRLEAD**
 Type: SMM 335 x 255
 MBL: 500 tonnes rope pull
 SWL: 250 tonnes rope pull
 Dim: 863 x 508 x 763mm
 Weight: 520kg

Specification **SAFETY BITT**
 Type: IBAB
 MBL: 500 tonnes rope pull
 SWL: 250 tonnes rope pull
 Dim: 625 x 500 x 450mm
 Bottom plate: 30mm
 Weight: 115kg

Connect:



Heaving line from fairlead over the Safety Bitt via the fixing-hook and up to the windlass



Tug line pulled to fixing-hook



Slack the heaving line and the tug line is connected to the Safety Bitt

Disconnect:



Heaving line from tug line disconnected from fixing-hook to windlass



Tug line pulled slightly and released from the Safety Bitt



Tug line out to tugboat

PENSION NEWS

The tragic events in New York on 11 September will be felt in many ways, by many people and organisations, for a very long time. Stock markets and economies were already somewhat unsteady before the terrorist attacks and the dramatic falls during the second half of September were only to be expected. The markets will remain volatile for some time, and vulnerable sectors such as insurance, aerospace, tourism will no doubt take a considerable time to recover. Yesterday's start of the war in Afghanistan will affect other sectors too.

For the Pilots' National Pension Fund, the equal proportion of equities and bonds helped to maintain the overall market value of the Fund. By the end of September the total value had fallen by 7% compared with a fall in the FTSE 100 of 13% over the preceding three months.

However, AVC Scheme members who are retiring now, and have investments in unit-linked funds, are suffering from the fall in stock prices, yet another blow on top of Equitable Life's with-profits' reductions.

AVC SCHEME

Equitable Life Assurance Society Proposed Compromise Scheme

Equitable Life's proposed Compromise Scheme was finally issued at the end of September. The full details, including legal opinions on the question of claims for lack of disclosure to non-Guaranteed Annuity Rate (non-GAR) policyholders, can be found on the Society's website at: www.equitable.co.uk In addition the Fund's advisers, Watson Wyatt, prepared an update for members which Debbie Marten circulated to members in order to seek their views on the proposals. The Society considered and rejected a number of options, culminating in a scheme to increase with-profits GAR policies by an average of 17.5% and non-GAR policies by 2.5%. Policyholders, the trustees, were

asked to comment to Equitable Life by Friday 12th October and the final Compromise Scheme should be issued by mid-November.

No doubt most of you who are AVC Scheme members will know that Equitable Life imposed a 16% reduction in guaranteed fund values in July, whilst at the same time reducing the Market Value Adjustment (MVA) from 15% to 7.5%, only to increase it again to 10% two months later, because of low stock values.

Despite the focus on Equitable Life, other providers have also imposed MVAs of up to 10% for members who transfer out of their with-profits policies before retirement.

Clerical Medical and Norwich Union

By 1st October 2001 fifty-eight members had joined Norwich Union and on the renewal date seven started contributing to Clerical Medical AVC arrangements.

Clerical Medical has now closed its doors to new members because of the additional volume of work generated by Equitable Life's withdrawal from the market last December. It has been reported that Norwich Union is also suffering similar problems but remains open to new business so far.

Annual statements of AVC investments as at 1 October 2001 will be circulated as soon as possible but we have not yet been given a definite date for despatch to us.

STAKEHOLDER PENSIONS

From 8 October 2001 all companies employing 5 or more people are required to offer pension arrangements to all staff either through an occupational pension scheme, or by contributing to a personal pension or by providing access to a Stakeholder pension scheme.

In the Secretariat we have had several enquiries from our members or from their Independent Financial Advisers (IFAs) on their behalf suggesting that they could take out Stakeholder pensions. THIS IS NOT THE CASE for the majority of our members. Only those who earn less than £30,000 p.a. could belong to both the Pilots' National Pension Fund (an occupational pension scheme) and to a Stakeholder pension scheme, under the concurrency rule.

If any IFAs should suggest that you could take out a Stakeholder pension please point out that you are a member of a unique approved occupational pension scheme covering both employed and self-employed pilots. IFAs are quite likely to target self-employed pilots.

DEFERRED PENSIONS

When a member retires early, between the ages of 50 and 58, his pension is reduced at the rate of 5.5% p.a. for each month prior to his 58th birthday. When a member

leaves without taking an immediate pension he becomes a deferred pensioner and his pension becomes payable at age 60. Should the member wish to take his deferred pension before age 60, the abatement would be applied to each month prior to his 60th birthday. I hope this explanation will clarify any misunderstanding in the difference between retiring on pension and resigning without an immediate pension.

PENSION PAYMENTS

Most of you will have heard of the problems that the post office has been experiencing over the past year or so and you might have found that your post does not always arrive when you expect it to. We always post your pension advice note so that it should reach you by the last day of the month but this does not always happen. In such circumstances please do not assume that your pension has failed to reach your bank account. Each instalment is credited to your account by the last working day of each month through the Bank Automated Clearing System and is not reliant upon the postal system in any way.

Do check with your bank, or building society, in the first place, and do ask the official to check thoroughly. We are aware that several of you have been told that your pension has not reached your account, only for us to discover, after carrying out a costly tracing exercise, that it had been received at the right time! A number of banks have grouped branches together for administration purposes and this seems to have resulted in lack of communication in some cases, despite the automated systems that are in place.

MEMBERSHIP STATISTICS

Finally, here is an update on fund statistics from the beginning of the year.

| Pilots | Empld | Self-Ed | Total |
|-------------|-------|---------|-------|
| At 31/01/01 | 79 | 340 | 419 |
| Add | | | |
| New members | 1 | 3 | 4 |
| Deduct | | | |
| Retirements | 6 | 6 | 12 |
| Resigned | 1 | - | 1 |
| At 30/07/01 | 73 | 337 | 410 |

| Beneficiaries: | Males | Females | Total |
|----------------|-------|---------|-------|
| At 31/01/01 | 975 | 487 | 1,462 |
| Add | | | |
| New Pensioners | 13 | 16 | 29 |
| New Dependants | - | - | - |
| Deduct | | | |
| Deaths | 24 | 16 | 40 |
| At 31/07/01 | 964 | 487 | 1,451 |

Jan Lemon

Technical & Training

The T&T committee have released a new set of recommendations for pilots' Personal Protective Equipment (PPE) and the following outlines the main points. The full text is available from your local secretary or can be downloaded from the UKMPA website at: www.ukmpa.org

Introduction

The main function of PPE for the Marine Pilot is to enhance safety during pilot transfer at sea and to aid survival and recovery in a man overboard emergency. A secondary function is to meet high visibility (HV) to BS EN 471 and other safety requirements in docks and marine terminals while travelling on foot to and from ship.

Outer clothing and footwear may incorporate all of the necessary safety features, and provide protection from the elements and an acceptable standard of comfort to the wearer engaged on pilotage duties. Alternatively, lifejackets and associated safety equipment may be worn externally. If lifejackets are worn externally they must not compromise the HV characteristics of the clothing.

The Pilot Coat or Jacket

- The coat should be weather proof and fitted with a hood.
- Fabric should be durable and preferably breathable.
- Detachable linings increase the range of ambient temperatures for comfort
- External and Internal pockets should be secure and of generous proportions.
- Zip closures should be oversized, corrosion proof and capable of two-way operation.
- Velcro fastenings should not abrade the webbing material of safety harnesses.
- The upper part of the coat should be of a suitable HV colour with retro reflective tape

The UKMPA now has a website at: www.ukmpa.org

Lifejackets

Lifejackets may be incorporated into the pilot coat or worn externally. In either case they should be capable of both automatic and manual inflation, with an easily accessible oral top-up inflation tube. Lifejackets and lifejacket/coat combination should comply in all respects with the appropriate BS EN Standards. They should additionally be equipped with:

- Splash guard
- Saltwater activated steady light
- Saltwater activated strobe light with manual on/off switch
- Whistle
- Personal locator beacon, for use with pilot cutter or SAR direction finding equipment.
- If incorporated in a coat it should be fitted with a belt and a crotch strap
- Carry the CE Mark of Approval and meet BS & EN standards.

Other Garments

- Waterproof over trousers.
- Shoes or boots: non-slip soles providing a secure foothold and steel toe cap
- Gloves: should not interfere with a secure grip.
- Headgear: to individual requirements although standard safety helmets are not recommended
- Immersion Suits: Must not interfere with the lifejacket function.
- Safety harness to EN1095 standard

The PPE document contains detailed recommendations on the following:

- Using and maintaining personal buoyancy equipment
- Operating automatic inflation mechanisms
- Management
- Training (see following)
- Pre-wear checks
- Inspection and maintenance
- Storage

Training:

Several major ports are now introducing specialist training in the use of PPE and recovery systems found on board the cutters. In London, pilots are sent on a survival course which has been expanded to include practical demonstration of the SeaSafe coat worn by pilots. There are also practical sessions held on board the pilot cutters involving man overboard recovery using the "Matesaver" pole and stern recovery platform. The Tees pilots have also undertaken a comprehensive training course with a company called NUTEC which offers sea survival courses. A full

report on this course is on the UKMPA website and it provides useful guidelines for any District which is considering introducing such training. For those who do not have access to the Internet the conclusions of the Tees pilots concerning the course are reproduced below:

It was generally accepted that the course provided valuable experience that could not be readily achieved aboard the pilot boat in open sea.

Techniques were learned which could provide essential extra minutes to effect a successful rescue.

To experience the inflation of a life jacket and the subsequent restriction in movement while in the water.

To practise using the rescue equipment provided on the pilot boat within a controlled environment.

An experience that could be recalled which would assist in the event the real thing happening.

Although many pilots had previously experienced some elements of the course they appreciated the opportunity to refresh the skills not recently practised.

For Technical and training issues, contact the chairman John Brown. jdb@maritimepilots.com

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.

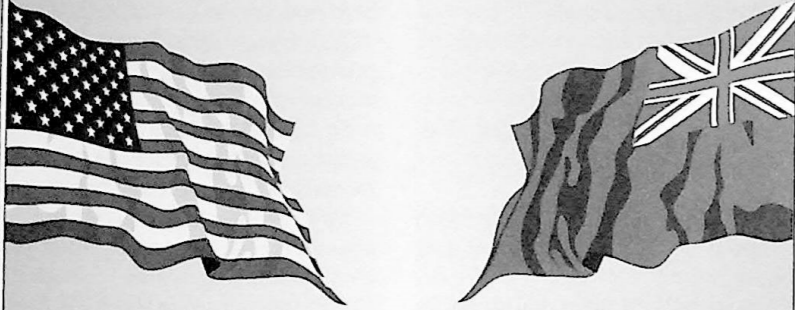
UKPMA: 020 7611 2570/1

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

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.

WORLD TRADE CENTRE



I know that all pilots will join me in extending our thoughts to all those whose lives have been shattered by the horrific terrorist attacks of the 11th September. In particular, at a time when the American Pilots have recently become subscribers to *The Pilot*, our deepest sympathies are extended to the Port Authority of New York and New Jersey who had offices in the World Trade Centre and have 73 personnel missing or confirmed killed.

The UKMPA has sent an official letter of condolence to the New York Port Authority.

EU DIRECTIVE

In a very close vote the amendment to remove pilotage from the Directive was rejected by MEPs on the 11th October. However, there is a chance that another vote could be held in November at the plenary session which will include the Tory MEPs who were unable to attend the October vote as a result of their conference but are known to be generally supportive. Some amendments were passed, in particular, one which permits member states to establish their own safety criteria. There is a glimmer of hope but the fight goes on!

Legal Defence Insurance

(Navigators & General Insurance Co Ltd
Policy No 20004375 UKPMA 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

THE SITUATION ON THE HUMBER

Further to Norman McKinney's circular to all members in August you will be aware that a situation has developed on the Humber which has serious implications for all pilotage districts.

For some time the Humber Pilots Ltd. have been seeking to re-negotiate their contract with ABP. Following a lack of progress on the matter Humber pilots Ltd. gave notice of termination of their existing contract to ABP, but in good faith in order to facilitate negotiations tendered nine months rather than the two months legally required under their existing contract. As a result of this move by HPL, ABP accepted the termination but refused to enter into negotiations with HPL and sent all the existing pilots an official notification that they would be de-authorised on 26th January 2002. A non-negotiable employment offer was made to HPL pilots which proposed personal contracts, lower rates of pay and less off-watch time than the existing contract. A deadline for acceptance of the new contract was the 23rd July and

none of HPL's pilots signed prior to the deadline.

Since that date ABP have advertised for pilots and has sought applicants from EU citizens and any foreign nationals able to obtain a work permit for the UK. In what is seen by HPL as a considerable lowering of entry requirements ABP are seeking Class 1 & 2 certificates for the largest vessels, any deck officer certificate for medium tonnage and "an internationally recognised marine qualification" for vessels under 10,000 grt. HPL, are still willing to enter negotiations and have posted a statement on their website at www.humberpilots.com/dispute.htm. I am unaware of any press release by ABP on the matter, other than a brief statement to NUMAST stating that any new arrangements would be in accordance with the Port Marine Safety Code.

At the time of going to print the situation remains unresolved and it is difficult to understand how ABP plan to train a replacement group of pilots prior to the deadline in January but as matters stand at the moment none of the HPL pilots will be authorised to pilot in the Humber district after the 26th January. The safety of life, shipping and the environment cannot fail to be put at risk by the removal of experienced pilots from what is acknowledged to be one of the most difficult and dangerous pilotage districts. The Humber pilots have the full support of the UKPMA for this courageous stance, which is not designed to achieve personal enhancement but to achieve recognition of a highly skilled professional service. Consequently the outcome of this dispute will affect every pilot in the UK.

JCB

The Sailing Saga - 2001

Dateline Monday, 3rd September 2001, - weather overcast with copious rain, but a total absence of wind! Somebody made a mess of the forecast again! The teams are primed, (well most of them were last night!), and ready to go, and the organiser, Nic Wymer, (Chief Sailing Instructor for the Centre), is in the middle of his pep-talk when the second minor bombshell is dropped! One of the boats is out of the water with a suspected serious leak!!

By 0915 the problems seemed to be stacked against the first ever Pilots national sailing competition, but wait, that soggy flag stirred on that flag pole, also the engineer assures us that the fourth boat will be able to go back in the water very soon. By 0930 it had even stopped raining and there are distinct signs of the forecast force 5 to 6 Norwester was beginning to develop. All hands to the boats! Let battle commence! By the time racing started, a little after 1100, the breeze was fresh enough to make it interesting and the course was set to make it more so. Five four man teams from the Forth, Humber, Tees, Liverpool and Manchester did sterling battle in the four Hunter 707s of the Plas Menai Watersports Centre, each team completing eight races, two in each boat, with two rest periods for coffee on the committee boat. The transfers between races were done by semi-rigid inflatable and were accomplished very smoothly, your author being the only one to nearly fall in during transfer. As I am usually taken to my boarding point by taxi I am somewhat out of practice at boarding a larger boat from a smaller one. That is my excuse and I am sticking to it!

At the end of racing, about 1600, having safely moored the boats on their buoys, we gathered on the dock for more coffee and to await the results of our organiser's carefully calculated points scheme. Not wishing to keep us in suspense, Nic started with the team amassing most points, which was the Humber team with a lordly 26 points. They were closely followed by the Forth with 23 points, Manchester with 20 points, Liverpool with 17 points and last but not least, the Tees with a miserly 12 points.

So it was that in the Centre's bar, after dinner, and accompanied by the odd foaming tankard, Alec Cooke (Manchester Pilot, and co-organiser with Stuart Wood of Liverpool), presented the plaque to the skipper of the winning team. That team comprised Peter Bolton (skipper), Geoff Taylor, Tom Rettig, and Brendan Richardson, of the Tees. During the races, to make the event a little more even handed, each member of each team had to helm the boat for two races. Peter's coaching, or perhaps badgering, always showed, as the Tees boat was invariably crossing the starting line within five seconds of the 'go', ahead of the pack and going full tilt. Geoff Taylor took the final score sheet back to the Tees being convinced that his colleagues there would not believe verbal evidence of their victory. Certainly all participants were unanimously agreed that the event was a great success and could not be allowed to pass unrepeated.

Dave Jackson, Manchester Pilot, and sometime moveable ballast.



*Above: Crossing the finish line at the end of the first race, (yours truly the helming the lead boat, the only race we won all day!)
Below: All hands gathered on the dock awaiting the results after racing*



*Above: Alec Cooke presenting Peter Bolton with the winners' plaque
Below: The victorious Tees crew celebrating their win*



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COMMANDER CAWLEY - "The Pilots' Friend"

Part IV

In the July issue we followed the development of the UKPA under the leadership of Commander Cawley and the partial (but important) success achieved in Parliament by the lobbying by pilots' representatives which led to the 1889 Merchant Shipping (Pilotage) Act. Reading through his dedicated involvement in pilotage matters it is difficult to understand how Commander Cawley could have found time for any other activities yet this remarkable man was to be found devoting his energies in nearly every area involving maritime activity.

RNR

During his main seagoing years Commander Cawley had been an active member of the Royal Naval Reserve and remained on the active list until 1894 when he retired with the rank of Commander. Having served on many warships he continued to take a keen interest in RNR matters and held the firm belief that the RN could not function efficiently at times of war without a strong supply of reservists. In the year following his retirement he published a paper which suggested that, in order to ensure a healthy supply of potential reservists, ship owners employing only British nationals on board should be given rebates on light dues. "I pin my faith to a strong and efficient Navy and to a sufficiently numerous and really efficient Royal Navy Reserve".

City Councillor at Bristol

In the autumn of 1895 Commander Cawley was elected a member of the Bristol City Council. He came forward partly at the request of a large number of ratepayers of the old Clifton Ward, and partly because election to the Council was the only course open to him to secure a seat on the Bristol Pilotage Committee. There were four candidates for two seats. It was a hard and difficult fight, but Commander Cawley took a bold line and followed it successfully.

"I am deeply convinced," he declared in his election address, "that the absence of independent and practical nautical experience from the deliberations of the Docks Committee (especially when dealing with questions pertaining to shipping) has been, and continues to be, prejudicial to the interests of the ratepayers; derogatory to the safety and reputation of the port, and unsatisfactory to ship owners whose ships frequent our docks." Feelings ran

high at the time against certain "iron bars and poll-tax abominations" which the Docks Committee had instituted. Commander Cawley pledged himself to work for their immediate and unconditional removal. They were soon gone.

This was but a passing incident. His condemnation of the system of dock management by a Committee of the City Corporation was of more serious import, and of more than local interest. "I am firmly of opinion," said Commander Cawley, in the speech with which he opened his campaign, "that the only method of efficiently and fairly managing our docks estate is by a docks trust."

On becoming a member of the Pilotage Committee of the Corporation he at once set to work to rectify the very unsatisfactory state of affairs which he found prevailing. He drew attention to the fact that the byelaws for the regulation of the Bristol pilots were in many respects entirely obsolete, and were not being carried out. He was instrumental in revising the byelaws, and in materially improving the administration of the local pilotage service.

He was a passionate supporter of the "dockisation" of the whole river Avon and condemned the policy, subsequently adopted, of building docks further seaward from Avonmouth. "The danger and delay experienced in the navigation of the Avon," declared the captain, who had so often traversed it, "is, and has been, the stumbling block to the trade of Bristol for the past fifty years - it has killed our once famous ship-building trade, and damaged the port's reputation in the eyes of the world." He pointed out that the deepening and straightening of what was allowed to remain a tidal waterway was false economy. The idea of dockisation was all along favourably regarded by many citizens, and by experts. In opposition to the proposal to run out piers at the mouth of the river at right angles to the rapid tide in the Severn Commander Cawley gave it as his opinion that the eddy formed would accumulate a deposit and cause shoaling, which a few years later unfortunately happened and proved the accuracy of his views. He proceeded in his articles to examine details, and emphasised his view that dockisation was the right and only method of improving the port. Unfortunately for the ratepayers of Bristol, other counsels prevailed.

His contribution to the Council was later summed up by an Alderman Parsons who

stated: "Cawley was a man of strong convictions, which he presented forcefully. He was absolutely fearless. His policy was always open and straightforward. In the discharge of his duties he was very assiduous, and gave close attention to the business. He had no axe to grind, and his support was given to what he honestly believed would be best for the community with whose affairs he was concerned. Owing to his support of minority held views on dockism, his practical nautical knowledge and experience did not benefit the Committees on which he served so fully as might have been the case under different conditions. This was so especially in the latter part of the period, but despite this he was a valuable member."

Pilots again

Owing to living in the neighbourhood of Bristol, Commander Cawley was able to take a closer interest in the shipping affairs of this port than in what happened elsewhere, his interests, whether in pilotage or other affairs, were always on a wide basis. Communications were maintained with overseas associations of pilots, particularly those of America.

At the Dover Conference of 1896 Captain Cawley, in his Presidential Address, touched on various historic associations of the Cinque Ports, and discussed questions then of burning interest among the pilots of the London district, and other matters.

Thus he held his position as President, and was re-elected year after year, although, as he sometimes reminded the pilots, he never solicited their suffrages. He held his position as one of absolute independence, conferring no emolument whatever.

Despite his dedication to pilotage matters and the local affairs of Bristol the oppressed or unfortunate could always be sure of his sympathy. A disaster, which occurred at this time, brought out unmistakably this aspect of his character.

The Missing Massasoit

In 1896 a Bristol steamship, manned mostly by Bristol men, disappeared in mid-Atlantic. Such an event could not leave Commander Cawley unmoved. A committee was formed to raise a fund for the relief of the widows and orphans. He took the position of honorary secretary, and threw himself vigorously into the effort. At the request of Commander

Cawley the Committee issued a graphic appeal and as a result a sum of £1370 was raised and distributed among the relatives of those lost with the ship.

The possibility that the Massasoit may have been lost through collision with a derelict rendered the mystery a matter of practical interest to Commander Cawley who wrote a letter to the press from which the following is an extract.

"It will be a source of consolation to the relatives of those who lost their lives by the foundering of this vessel to know that the Board of Trade has arrived at the somewhat unusual conclusion of dispensing with a public official inquiry into her loss. It has therefore practically found that when this vessel left the United States on her ill-fated voyage for this country she was perfectly equipped, manned with a sufficiently numerous and efficient crew, properly loaded in accordance with the regulations in force, and, so far as human skill and foresight could make her, she was eminently well fitted to encounter all the ordinary perils of a winter Atlantic passage. Hence no blame can be attributable to anyone for her loss. Of all the dangers of the North Atlantic there are none greater than the insidious water-logged derelict, which just floats level with the surface of the sea. Imagine a vessel whose weight would be something like five thousand tons, going at a twelve-knot speed, striking such an object. The strongest vessel yet built could never withstand the shock of impact without serious damage. These floating derelicts have been very rightly designated the 'terrors of the Atlantic' by the seafaring community. In 1894 a memorial was presented to Parliament, signed by over eleven hundred Shipmasters engaged in the regular mail liners and ordinary cargo-carrying vessels upon the Atlantic highway, praying that it would consider some method of ridding it of these floating derelicts. The memorial resulted in a

Departmental Committee being appointed to consider the matter. Its report amounted to practically nothing at all, and to quote the words of Mr J Cumming Macdonald, MP "The report was wrapped up in the withering blight of official red-tape. Nothing was recommended to be done in the way of removing these derelicts - nothing attempted." Although it was lost to an iceberg Commander Cawley's letter, with uncanny foresight, goes on to predict the reaction following the sinking of the Titanic. "The loss of a few lives on an ordinary trading vessel now and again make but a small stir in the public mind. Shall we have to wait until one of our large Atlantic liners, with a thousand or more passengers, and a fair sprinkling of political and other notabilities on board, strikes one of these derelicts and goes missing like the Massasoit, for something to be done? Should such an unfortunate event occur the British public would awaken with a start, and the Press, as reflecting the will and opinions of the people, would imperatively demand that something should be done at once to remove these 'terrors' from the path of the mariner. It cannot be for a moment thought that these eleven hundred Shipmasters, who have the charge of many millions' worth of shipping property and many more millions of value in the merchandise they carry, would approach the Government with a fad or an ism. No, it meant that their vital safety was at stake, as well as the lives of those who traverse the Atlantic with them, either in pursuit of their calling, or as passengers engaged in business or pleasure. It is the occasional recurrence of these mysterious disappearances of good ships that re-opens the question - a question which must be eventually fought out at a general election time, when the working and seafaring classes must demand of those who seek their suffrages that they will press upon whatever Government might be in power

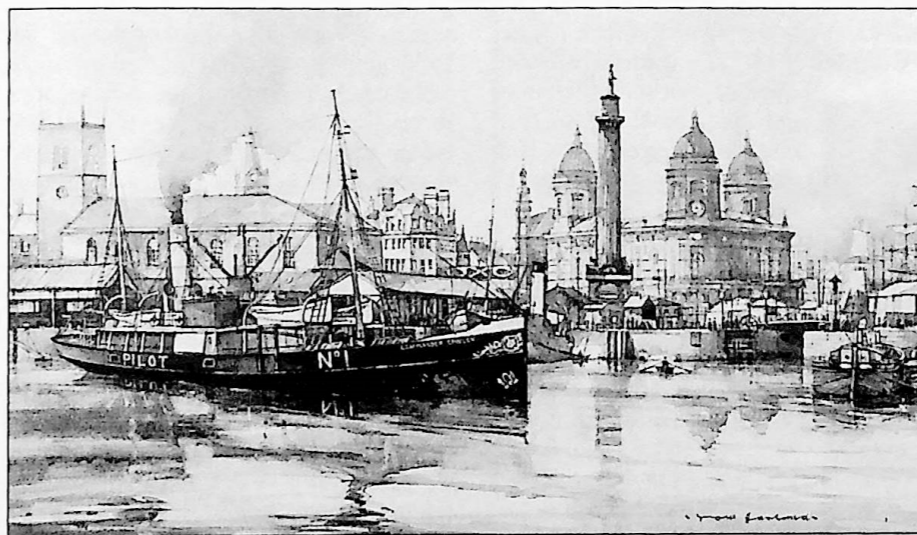
the necessity for the removal of these floating derelicts from at least the principal highway of our commerce."

More Pilots' Conferences

In 1897 the pilots once again held their annual gathering at Bristol. Commander Cawley devoted his address mainly to the two questions of pensions and legal liability of pilots for damage. Dwelling, as he loved to do, on the appreciation by the most skillful navigators of the life and property saving qualities of pilots, the President narrated with grim humour how an "up-to-date" specimen of one of those individuals who fancy they can do any and everything at sea - among other things that he could pilot his vessel anywhere - had recently defied the law, and, when arraigned before a magisterial court, had pleaded that it was a "screaming farce" to be compelled to employ a pilot in fine weather when he did not want one, and more especially when entering the harbour of Rosslare, in Wexford Bay. "But by the irony of fate," added Commander Cawley, "within the next ten days this individual's vessel was lying on the bottom of the harbour, full of water, having ineffectually tried to knock the end off the pier, in a gale of Wind, when entering the harbour without a pilot on board." Commander Cawley also related an incident to show how unfairly the question of a pilot's liability was sometimes treated. One of the judges adjudicating upon a case in which a pilot was condemned to pay damages, despite the fact that the authority by whom he had been licensed had exonerated him from blame, was reported to have made the inquiry "Which side of this ship was the port side at the moment of collision?" "Comment is needless," concluded Commander Cawley.

The 1899 conference was held in Sunderland where delegates visited a steam pilot cutter being built for the Humber pilots, which was to be named the Commander Cawley, in token of their respect and admiration for the President of the United Kingdom Pilots' Association.

The 1900 conference was held at Liverpool which was larger than usual reflecting the growing importance of the UKPA. The civic and other authorities recognised the occasion in a gratifying way and as the Association grew in years it grew in public estimation. At Liverpool questions of lights and signals were discussed. The attention of Commander Cawley having thus been drawn to the problem, he invented and patented a system of night signalling in the mercantile marine which attracted a good deal of favourable notice in naval as well as mercantile circles, but unfortunately it was not generally adopted.



The Pilot Cutter Commander Cawley, painting by Tom Harland

The Final Act

Pilot Gordon Thornton

The Last Trinity House Pilot for the Isle of Wight District.

Sailing *Aurora* P&O's latest Cruise Ship from the Mayflower Terminal - 106 Berth, on the day that the ship was celebrating her 1st Birthday.

On a sunny afternoon in April - Saturday 28th to be exact - many years of pilotage history and tradition in the Port of Southampton came to an end. Gordon Thornton boarded the P&O cruise liner *Aurora* to take her to the Nab - his final act of pilotage before retiring as the last remaining Trinity House Pilot for the Isle of Wight District.

To mark this unique occasion some forty of his colleagues, past and present, together with wives and widows, gathered on the quayside at 106 Berth to wish him well and speed him on his way. Up to the last moment Gordon was unaware of our intention, but, judging from his reaction, the surprise was a pleasant one.

The 1987 Pilotage Act abolished Trinity House as a Pilotage Licensing Authority after over 400 years in existence. The new Act came into force on 1st October 1988, and gave the Licensing Authority to the relevant CHA, which in Southampton's case was Associated British Ports (ABP).

Up until 1988, pilots had been self-employed and licensed by Trinity House. Today all 45 pilots in Southampton are licensed and employed by ABP.

To mark this special occasion, when it was known that his last act was to be the Cruise Ship *Aurora*, plans were put together at a weeks notice to surprise Gordon and his wife Jackie.

By use of e-mail, pilots past and present and together with Captain Ian Walters, Master of the *Aurora* a program of events was prepared.

Gordon and his wife were lured, to both attend the sailing early, to cut the Ship's birthday cake with Captain Ian Walters at 1610hrs, prior to a scheduled sailing at



1700hrs. All three then made their way onto the dockside, where they were met by 60 people comprising of pilots past and present, and others connected with Trinity House.

After a welcome address from Bill Range, a senior retired pilot, Tony Howard made a short speech. "We are here to wish Gordon a happy retirement. He still has one job to do but what a way to go piloting such a magnificent ship. Keep her in the middle Gordon. When Gordon first joined it was the start of a hiatus, which didn't stop. We had a fine team and ran our own show under a Chairman and Committee. We were supported by the Sub-commissioners who were a cross section of all interested parties (shipowners, port operators etc), and had magnificent support from the launch crews and the team at Cowes. At 37 Berth we had one secretary (Susan) who ran the show and further support from Trinity House staff and pilotage assistants as well as a splendid catering team. I am delighted that representatives from all those branches of the organisation are here today.

Throughout the Seventies a number of reforms took place. As if that was not enough, Maggie Thatcher had a bad hair day and decided that the ports should operate the pilot services, thus severing at a stroke, four hundred years of service to the shipping industry by Trinity House. We were immensely proud of being Trinity House Pilots, as we knew that our good name was known worldwide.

Gordon was around during all these shenanigans, but he always has a smile on his face. Some people say that such a happy disposition is blessed on those who are too thick to see the gravity of the situation, but as Gordon's record as a conscientious and efficient pilot shows this does not apply to him. I suspect, however, going out to the ship that was dragging on the night of the '87 hurricane wiped the smile from his face. His mentor Peter Salisbury was always saying "keep smiling" so I think he took that advice to heart.

Many happy years of retirement Gordon for both you and Jackie. Did I hear you say, "I'm not retiring" Jackie. Nevertheless he will be around more to help with the chores, and who knows



soon you may be leaning over the side of *Aurora* like Ken Maclean. You might even get an upgrade!"

A presentation of a framed print of *Aurora* followed, together with flowers given to Jackie, by the late Mike Moore's grandson, Thomas.

The 'PENDA' Bell (from a Trinity House Pilot Vessel) was struck eight times to signify the end of Gordon's watch by a junior pilot, Barry Sadler.

Captain Ian Walters said many fine words about pilots in general and Gordon in particular.

A green ribbon was streamed from the bridge to the dockside, which all the ladies held onto as the ship lifted off from the quay. When the ribbon was let go, Bill Range led Three Cheers from the quayside.

The Voith Schneider harbour tug *Redbridge* gave a water display, from her fire fighting cannons and led a procession of two pilot launches, *Portunus* and *Providence* flanking the *Aurora*. Upon passing Dockhead a Trinity House Flag was dipped as *Aurora* passed outwards.

The two pilot launches escorted *Aurora* out to the Forts. In the Solent two retired Trinity House Pilots saluted Gordon from aboard their sailing yacht. By this time Gordon was more than quite emotional.

More was to come, as Captain Ian Walters and his bridge team, first presented a signed copy of a book detailing the building of *Aurora*. The Captain presented a plaque of the ship and at the Nab Tower personally escorted Gordon to the pilot ladder for a final photo. The crew and passengers gave Three Cheers as Gordon descended the ladder to board the pilot launch. Quite a day!

The day was an emotional one for all involved. There was sadness at the passing of Trinity House, joy to behold such a magnificent ship, many memories, not least those of Mike Moore who would have been the last Trinity House Pilot, but for his untimely death last autumn.

Edited from an article by Peter Jordan (IOW Pilot ret'd). Submitted by Nigel Allen, ABP & Ex-Rye Trinity House Provisional Pilot

TALK ABOUT THE HEAVY METAL

by Hugh Harben

Further to the obituary of Edward Young last quarter, Dave Devey sent in the following article from the Feb 1985 issue of the Bentley Drivers Club Review. It also provides me with a good excuse to include a picture of "Ted's" magnificent Bentley!

Our Honorary Spares Controller must be very widely known in the Club, but being so modest a man, there probably are few who have seen the other everyday activity of Ted Young - the Mersey Pilot.

On the pretext of brushing up on my smattering of Marine Engineering an opportunity was found to look over Ted's shoulder on the bridge of a large freighter which he was conducting on a six-hour trip - mostly in the dark - from a berth in Liverpool Docks to a "drop-pilot-point" about three miles off Anglesey. What an impressive performance!

After an hour or so looking over the Sulzer, Diesel in its Engine Room (pistons about the size of a complete 3-litre Bentley) we shook hands with the Master who disappeared below, leaving "Ted the Spares" in sole command of a parcel valued at some 26 million pounds.

The very first impression was a huge feeling of deliverance that it was he and not me staring into the dark with a myriad of lights all around. The bridge was darkened down so that only the suffused glow of the ship's instruments showed up - rather like an overgrown Bentley dashboard, the light being carefully adjusted not to interfere with normal outside night vision. Rotating radar scopes and the helmsman's illuminated reflector compass were the only other things to be seen.

With the mooring lines singled up and finally let go, Ted started his even-toned radio instructions to the tugs at prow and stem, gave his first orders via the helmsman and the ship's telegraph, and there followed the fascinating sight of a gap inexorably growing between the hull and the quay. Moving into Gladstone Dock seemed an almost impossible task and with only yards to go the ship was several degrees off alignment with it, but as if by magic (actually by very great skill and long experience) the huge hull slid accurately into precise position, to sit and await being let down to sea level.

The terrible consequences of making even the slightest mistake worried me, but not him, for the orders came out in such a relaxed manner that one became aware of the long training and absolute trust showing through. With the tugs gently dismissed with polite thanks, a faint tremor could be felt through the soles of the feet indicating that we were now under our own power.

Endless lights, buoys and bells slid gently past, with the Pilot busy with such things as radio reporting position, checking the sea space from both wings, deciding when to change over from diesel to heavy crude oil (and when to change back again which needs an hour's notice), what engine speed to use, drinking the odd cup of coffee and answering the damn fool questions from his supernumerary.

Leaving the bridge at dawn for a walk right round the deck, it was so different from other sea journeys with people all over the place and notices saying you can't go here there or anywhere. There was nobody at all in sight, and looking aft from the top of the fo'c's'le only a single figure could be seen high up on the bridge - our Ted.

Now in full daylight the moment of truth suddenly arrived which I had not carefully considered. At the point of dropping the Pilot a launch appeared bobbing through the sea, and we were conducted to a rope ladder hanging over the side. Swinging legs over the side I was horrified to estimate a sheer drop of perhaps forty feet to the sea, with the



treads of the rope ladder wet and all! Being a very experienced coward I took strength from the several pairs of eyes watching and started the descent. Half way down and pausing to catch breath, a look left and right was frightening in the sheer dimension of an apparently endless wall of wet steel. Daren't look down! Reaching the bottom, one let go hopefully at the right moment and felt a strong pair of hands grabbing hold of oilskins, and quickly bundling one below into the cabin, with Ted to follow.

"Must make driving the 3-litre rather tame after this Ted" said I. "Not at all" said he, "There's some very common ground between the two, and not only do I enjoy them both tremendously, but I actually get paid for this one." Talk about the heavy Metal!

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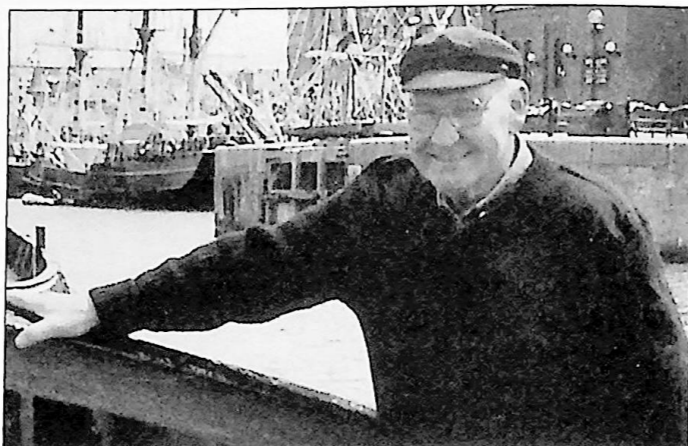
Alan Edward Dixon, popularly known as 'Dixie', who died on 19th June 2001, aged 68 years, was a long standing friend and colleague. We joined the Liverpool Pilot Service as apprentices within months of each other in 1950, obtaining our 3rd Class Licences, once again, within months of each other, in 1956.

I met the girl who was subsequently to become my wife at Dixie's 21st Birthday Party and he was the obvious choice to be my best man. This was by no means solely due to the above meeting, although the three of us had been good friends, but because Dixie was renowned as a sensible and reliable fellow, and also somewhat of a perfectionist, even at that comparatively early age. He maintained this reputation throughout his career as a pilot.

He married Patsy in 1963 and had three lovely children, all of whom he adored, the feeling being mutual.

He spent two years in Jubail, Saudi Arabia, from 1983-1985, where I relieved him. His reputation there, being as high as in Liverpool.

He was a good shipmate and a good friend, but sadly, when the compulsory early retirement scheme came into operation in October 1988, I lost touch with him, as he had by then become a watch officer at Mersey Radio and later a VTS operator in Port Control and I had retired to Anglesey.



He was a very keen gardener and gave active support to KGFS. He was a member of West Kirby Sailing Club and Neston Cricket Club. All in all a 'Bon vivant'.

Although this is a rather personal tribute, I am sure it will be echoed by his many friends. He will be sadly missed by many people outside the Liverpool Pilot Service, as well as within, and of course, by his family.

JB Hodgson, Liverpool Pilot (retd)

David Walker



Pilot Service organising dances and Hot Pots. When he retired he carried on with the 'Seagulls' (Pilots who retired in 1988) putting his expertise to good use organising the Hot Pots, the Ladies' Luncheon and the annual holidays abroad for the Seagulls, their wives and widows.

He will be sadly missed by all, particularly his wife Kath, his two sons, Richard and Chris and grandson Michael. His dear daughter Mandy, having passed away in 1988.

John H Woodfine

Derek Thomas Neck (1930- 2001)

Derek Thomas Neck was born in the bleakness of January 1930, at the height of the Great Depression, into a family of seaside showground entrepreneurs, which may have some bearing on his delightful sense of humour and 'joie de vivre' so evident later in his life. Spending all his formative years in and around Wallasey he departed from family tradition and did his pre-sea training at HMS Conway and Gordonstoun, on completion of which he went to sea with the famous Cunard Shipping Company.

On leave from his duties as a navigating officer with Cunard, Derek met and befriended one Edward 'Ted' Morris, until recently an officer with the Canadian Pacific Shipping Company, who had applied and been accepted for the post of Helmsman in the Manchester Pilot Service. Derek promptly followed his new found friend in

to the Helmsmen's Service on the Manchester Ship Canal, being appointed a 'small tonnage' Helmsman in February 1955.

Derek was to spend a full ten years as a Helmsman, six more than the minimum required to become a 2nd Class Pilot, but this was through no lack of ability or skill on his part, rather the scarcity of positions in the Pilot Service. His patience was duly rewarded in February 1965 when he achieved his 2nd Class Licence, following it three years later, in 1968, with his 1st Class Licence. Derek gave twenty years of exemplary service as a 1st Class Pilot on the Ship Canal, sixteen of them as an Appropriated Pilot to Shell Tankers, the biggest ships ever to navigate in the Canal. During the lean times of the early - mid 80s, in common with several of his colleagues in Manchester and Liverpool, Derek was seconded to Pilotage in Saudi Arabia, where again his humour, skill, and dedication won him respect and friends.

A holiday in France gave Derek such a liking for the Country that he bought a property there and spent as many of his holidays there that he could. It is perhaps appropriate that he passed away at his French home in August this year, enjoying his retirement as he had enjoyed his profession. Pilots of Derek's stature are few and the memories they leave with us are cherished, as I am sure they are to his wife Lila and his two children and three grand children, to whom we can only extend our sincere condolences.

*DH Jackson,
Manchester District Secretary*

Maurice Leslie White



Maurice Leslie White, ex-Trinity House Channel Pilot, died on August 15th at the Lions Hospice, Gravesend after a prolonged illness. His funeral at St Mary's Church, Gravesend was well-attended by many friends and colleagues as well as numerous members of his family and relatives.

Maurice was born at Southend-on-Sea in March 1919 and first went to sea in 1936 and was torpedoed twice during the war years.

He gained his Trinity House Pilot's Licence in 1952 and remained a Gravesend Channel Pilot until his retirement in 1984.

His hobbies in life were angling at sea and trout and salmon fly fishing. His garden, which he has left his wife Gladys to attend to, is a delight to see.

Dan McLean

Helen Hooper

The UKMPA send their sincere condolences to Mike Hooper, whose wife Helen died this month. Mike was Chairman of the UKPA(M) during the negotiations of the 1987 Pilotage Act. Our thoughts are with him at this difficult time.

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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 UKPMA.

DISTRICT QUARTERLY REPORT - HUMBER

| | | |
|----------------------|--------------------------------|---------------------|
| Retirements: | C Middleton | 18.09.01 |
| | J Grantham | 14.10.01 |
| | N Russell | 31.10.01 |
| | R Taylor | 29.12.01 |
| Recruitments: | Wayne Durrans | Authorised 19.09.01 |
| | Neal Keena | " 02.10.01 |
| | Richard Brearley | " 02.10.01 |
| | Mark Jubb | " 23.10.01 |
| | Steve Burton | " 21.11.01 |
| Deceased: | Dave Bramham | 08.07.01 |
| | Henry Vincent Howard (Aged 96) | 08.07.01 |

Interesting Events, Announcements etc. The fight goes on!!

LETTER

With reference to your editorial in the July edition of *The Pilot*, I would like to endorse your views on the expertise gained largely through experience by pilots and the inherent danger of over reliance on electronic aids. This is glaringly apparent in the spin put on the issue by owners, port authorities and to some extent government, usually by people who have a minimal knowledge of seafaring and even less of pilotage.

When I qualified as a Pilot in 1969, radar and Decca were quite common, VHF less so. As time went on these aids became more sophisticated, reliable and common. Eventually, in addition Sat Nav, Doppler etc came into the equation.

With all these very useful aids, the question in the back of my mind was, will they fail and do I trust them as, in general the bridge team seemed to do.

In my 30 years as a Pilot I came to the conclusion that, yes they are very useful, BUT on several occasions one or the other were faulty. Whenever I had a trainee pilot with me I tried to emphasise that they should never take anything for granted and treat information from radar, etc with caution until proved wrong.

At the risk of being boring, some examples come to mind; in reduced visibility the master who accused me of trying to pass the wrong side of a

buoy, until I managed to persuade him to look out of the bridge window. The heading marker was out by a small margin. Not significant in a deep sea situation but quite important in a pilotage area. There was the ship with two Dopplers, each giving a different speed. "Impossible," they said, "it's never happened before pilot," but there it was. The difficulty I experienced many times, in dense fog, of being able to have for my use only one of several available radars and VHF sets because they were occupied by members of the bridge team. There are many other hair-raising examples I could quote and I am sure most pilots could add their own experiences.

Finally the question of shore pilotage, unless the equipment and manning of port facilities and ships has improved beyond recognition since I retired three years ago, it's a non starter. It should be treated as an aid, the thought of many ships being guided with present manning levels and possibly non-pilots in dense fog makes my blood run cold. Sadly, but inevitably in this modern money-orientated world of ours, it needs a disaster of very large magnitude to bring this home. Imagine a large tanker being in a serious disaster situation in the Thames Estuary. Work out the cost. I rest my case.

Mick Bell
(retired Trinity House and PLA pilot)



From Fairplay Magazine. Photo: Ian Harrod
Esperance Port Authority, Australia

DISCOUNT TRAVEL

HOVER SPEED - SEACAT

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

NORTH SEA FERRIES

Hull-Rotterdam

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

ANNUAL GOLF TOURNAMENT

The 26th annual Marine Pilots Golfing Society meeting took place at Forest Pines Golf and Country Club, Lincolnshire, on Monday 3rd September to Wednesday 5th September.

Thirty two golfers took part from ten different ports Milford Haven, Fowey, Bristol, Liverpool, Manchester, Southampton, Tyne, Tees, Humber and the Forth.

The society had its first hole-in-one recorded by John Pretswell from the Forth. Congratulations to John and many thanks to him for the after dinner drink.

Winners:

- | | |
|--------------------------------|-------------------------------------|
| Manchester Salver: | D. Howison (Forth) |
| Wilmslow Cup: | T Purvis (Tyne) & M Cramond (Forth) |
| Hawkestone Cup: | M Fleming (Humber) |
| Pilots Cup: | M Cramond (Forth) |
| Jim Purvis Mem. Trophy: | M Cramond (Forth) |
| Milford Haven Cup: | M Cramond (Forth) |



M Cramond - Milford Cup, Jim Purvis
Memorial Trophy & Milford Haven Cup



M Fleming - Hawkestone Cup



Hole-in-one - J Pretswell



D Howison - Manchester Salver



M Cramond & T Purvis
Wilmslow Cup

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United Kingdom Maritime Pilots' Association

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| 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) |
| Haven Ports | | | |
| (Harwich) | RJ Wild | Linstead, Heath Road, Bradfield, Manningtree, Essex CO11 2XD | 01255 870018 (H) |
| Heysham | Capt J Millross | 'Fernleaf', Lancaster Road, Preesall, Poulton-Le-Fylde, Lancs, FY6 0ER | 01253 810178 (O) |
| Humber | Captain D Strangeway | 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 | R Havercroft | 70 Reffley Lane, Temple Mead, King's Lynn, Norfolk PE30 3EQ | 01553 671697 |
| 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 | M Fawke | 20 Bathurst Road, Folkestone, Kent CT20 2NT | Email: silver.greys@virgin.net 01303 243365 |
| 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 | Mr P White | 10 Witton Court, Sunderland, SR3 1AP | 0191 567 2162 (O) |
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| inc Port Talbot | GP Harris | Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea, SA1 1QR | 01656 662608 (H) |
| South East Wales | KHG Pedersen | Wyeside Cottage, Red Rail, Hoarwithy, Hereford, HR2 6QS | 01432 840419 |
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| inc Hartlepool | JW Wilson | Tees Bay Pilots Ltd, PO Box 72, Middlesborough, TS8 0FY | 01642 485648 Fax: 01642 472991 |
| Teignmouth | JC Whitaker | 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) |
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