

THE PILOT

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Humber Pilots: Fighting for the safety of shipping and the environment

Photo: Kevin@topcolour Hull

Editorial

This has probably been the most difficult editorial for me to because by the time you read this the Humber Pilots Ltd. contract with ABP will have ended and the 138 HPL pilots will either be once again supplying pilotage services on the Humber or be facing an uncertain future. At the time of

writing the situation sadly seems to have reached stalemate with HPL members having been on strike for four weeks and ABP managing to run a scratch pilotage service with their raw recruits. On the media front the local and maritime press have acknowledged the high safety risks generated by ABP's strategy and are supportive of HPL's standpoint. The national press has totally ignored the story which sadly confirms the fact that shipping is only of interest to the national media if it is accompanied by images of oil covered seagulls! A prime example of this has been the stranding of the *Willy*, a small coastal tanker, well known to many of us. This stranding is a stark reminder of just how vulnerable shipping is and such vulnerability makes the actions of ABP even more incomprehensible.

The outcome of this dispute will have a profound effect on the future of the vocation that is pilotage and already several disturbing facts have emerged. The *Sea*

Empress disaster revealed that the 1987 Pilotage Act, by placing full responsibility for pilotage solely into the hands of Harbour Authorities, introduced a conflict of interest for HAS between safety and commercial expediency. Responding to public concern the Government held a review of the Pilotage Act which led to the Port Marine Safety Code. So what effect has all this activity by the DETR (now DTLR) had on the Humber dispute? The answer is absolutely none whatsoever. ABP's actions are in breach of the Code and a direct challenge to its concept, but the DTLR have retreated back to Marsham Street and are hiding behind the 1987 Act. Letters have been written to MPs, raising safety concerns and questioning the fact that ABP's actions are in direct conflict with the PMSC. The reply from the Shipping Minister reveals that since ABP have informed the Government that their actions are safe, all that the Government can do is to "monitor the situation closely to ensure

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that any action taken by ABP does not compromise safety". There is considerable evidence that safety is being compromised so the Government's "monitoring" must be being undertaken through a very opaque lens!

So what about ABP's training scheme for their new pilots? In what seemed a genuine effort to ensure on-going safety in pilotage waters the Government established a body titled British Ports Industries Training (BPIT). The team leader of BPIT, Bob Jones, attended several UKMPA conferences and emphasised the need for pilots to establish a set of standards for marine pilots to be integrated into the Code. Pilots responded and in record time produced a set of standards. Once these had been published (Marine Pilotage, National Occupational Standards), Bob Jones again emphasised the importance that was being attached to pilot training and urged pilots to work with BPIT towards establishing a pilotage qualification. The UKMPA responded immediately by setting up a Qualifications Sub Committee and yet again a dedicated team of pilots, in conjunction with two nautical colleges, drew up the basis for a degree course leading to a pilotage qualification. All this work on the Code and with BPIT has taken over four years of hard graft reading and amending drafts and the UKMPA were congratulated by the DTLR on their professional attitude and dedication to the task. So, what has all this achieved? Well BPIT has undergone a "makeover" to become some new quango (so new that to the best of my knowledge it does not yet have a title) responsible for port safety. And, who is to head this new Port Safety body? Yes, none other than Mike Fell, Director ABP Humber!! So far no pilots have been invited to be part of this unnamed body. It is of course inconceivable that ABP's considerable interests in the UK ports infrastructure could have had an influence on the Government's decision-making process!! It will also come as no surprise to our readership that this news was accompanied by the apparent shelving of the much delayed "Guide to good practice on port operations" which set guidelines for "best practice" in port operations and was designed to be integrated into the PMSC.

On an entirely separate front ABP's actions are an appalling example of a CHA abusing its power. This dispute is about a contract to supply a service. HPL pilots are all highly skilled professionals who, as a result of proven training and examination procedures have obtained an Authorisation to pilot various classes of ships. A CHA should only remove an Authorisation if a pilot is proven to be negligent in performing his duties. The 1987 Act,

however, grants CHAs powers to issue and remove Authorisations without clarifying the circumstances. It is the feeling of many that ABP are exceeding their powers by inextricably linking the Authorisation to a contract to provide a service. The contract is in dispute, not the competence of the pilots. I understand that the T&G lawyers are examining this aspect, but all this takes time and money.

Another major factor is the impact of ABP's actions on the shipmaster whose vessel is now facing an unassessed risk. ABP's new pilots have been authorised by them and the shipmaster has legally to accept the services of the pilot supplied, even if, as incidents appear to show, the pilot has not received sufficient training to be competent. The Master may refuse to permit the pilot to "conduct" his ship and it would appear that many prefer this option. They are being forced to pay for a service that is not being provided. So what are the insurance implications of all this? I have tried to make some enquiries as to liability of a CHA in the event of a claim arising as a result of a failure to train a pilot to an acceptable standard. Unfortunately, I have not received any replies but as I understand it a CHA has a statutory "duty of Care" for the safety of all shipping and port infrastructure within its jurisdiction and if it were proven that it had failed to exercise such care then the CHA could be held liable and that liability could be unlimited. I stand to be corrected on this matter but if that is indeed the case then ABP are adopting a very high risk strategy indeed. To what end? A possible short term profit for the shareholders or just one man's bid for glory? With their actions bearing an uncanny resemblance to the Railtrack scenario a major disaster is inevitable in the long term. ABP's decision to refuse any form of negotiation and to actively seek confrontation over dialogue is a prime example of shabby management practice and their disdain of the PMSC reveals an arrogant contempt for the DTLR.

Regrettably, despite condemnation of their actions from observers throughout the World, ABP's actions have placed the 138 members of Humber Pilots Ltd. in a David and Goliath situation. These brave pilots are fighting on behalf of not only all of us but of the future of pilotage and consequently the safety of shipping and the environment.

They have our full support and admiration.

John Clandillon-Baker
Canterbury Gate House, Ash Road, Sandwich, Kent CT13 9HZ
Tel: 01304 613020 Email: john@pilotmag.fsnet.co.uk

The history of pilotage on the Humber is fairly complex. In order that all UK pilots may learn the background to the current dispute, I felt that it would be useful to include the following article, which is an extract from Paul Hughes Humber feature in the July 1991 issue of The Pilot.

THE HUMBER, OUSE and TRENT

(The evolution of a Pilot Service)

The Early Years ~ Inscribed in a tablet of stone, at York, is the name Marcus Minucius Audens. It also details that he was a pilot of the sixth legion, which was located in Yorkshire during the third century AD. The Pilots themselves were based at Faxfleet on the Upper Humber. A regnal, if not imperial, pilot service was still enduring between the metropolis and Torksey at the time Domesday was compiled. Under the aegis of the Admiralty Court, again York pursued the early conservation of the Humberhead. In 1305 Edward I established conservancy over his estuarial highway by Act and a charter of Edward IV vested that conservation of the Ouse, Humber, Wharfe, Derwent, Aire and Don in the Lord Mayor.

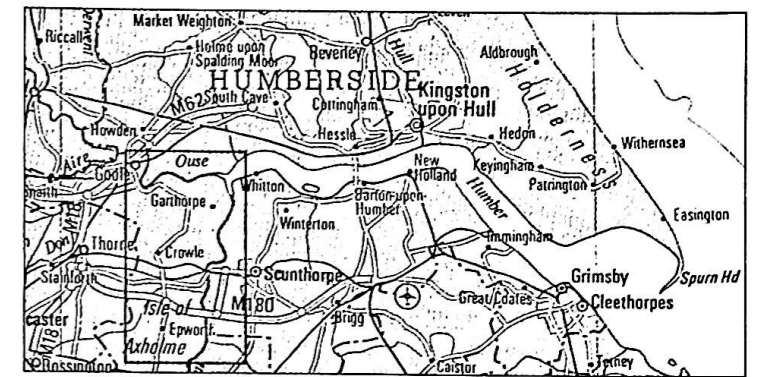
Progressively, Henry VIII reorganised pilotage throughout the Kingdom, and in 1541, he had reached Hull. More than a thousand years after the first pilots on the estuary the Hull Trinity House were then charged with reorganising pilotage in its locality. Although York had risen to be England's second town and had its

own "Shippers Guild", the orbit of local waterborne trade had found a second focus in Hull. Thus, the Humber Pilot service was created, establishing at the same time the first strand of what was to become, in 1988, Spurn Pilots Limited. The creation of the pound lock in France during the seventeenth century is credited as being equal in importance to the use of steam in making the Industrial Revolution possible. These events reopened the upper estuary to direct foreign trade and in 1826, the Goole Pilot service was formalised. The Humber Pilots restricted their activity to the lower estuary, with its attendant rivers and creeks and a completely separate facility existed for the upper Humber and Lower Ouse. As the Trent lies wholly within Canterbury Province, its development has had a different locus. Licensed Pilots are known to have existed at Gainsborough during the mid nineteenth century. Whilst Humber owed its origin to Kingly fiat, and Goole to revolution, the rise of Trent Pilotage can be allied to Scunthorpe steel. A clear and simple reason why Humber Pilots did not extend their service

above Hull is difficult to identify. Two reasons present themselves: the enjoyment of superb land communication west from Hull would have been spoilt with difficult Trentside access, and more importantly, there were already men providing an unlicensed service. The first Trent Pilots were licensed in 1925 to take ships between 'Hull Roads and places on the River Trent'. Thus, their exclusive area was the Trent itself.

Thereby a trio of licensed pilot services came to exist on the Humber, which estuary term is inclusively implicit of both Ouse and Trent. All shared a common designation as Humber Pilots, but differentiation between them was by being called Humber, Goole and Trent pilots. There were, and still remain, other pilots on the estuary. The various docks license their own, sometimes private, dock pilots. The Old Harbour at Hull and the upper Ouse to Selby have their own unlicensed pilots. Howdendyke and Dutch River used to have their own separate unlicensed pilotage, but the work was absorbed into the main eventually.

The Changing Scene ~ The Trinity House interest in conservancy, and direct control over pilotage, was passed down to the Humber Conservancy Commissioners in the nineteenth century. By 1907, that body was reconstituted to include the upper Humber and became the Humber Conservancy Board. Pilotage was then in the direct control of the Humber Pilotage Authority at Hull and the Sub-commissioners of Pilotage at Goole. In 1947, nationalisation brought Grimsby, Goole, Immingham and Hull under the one control of the British Transport Docks Board. This effectively included all except a few minor wharves scattered about the estuary. By 1968, BTDB had gained in addition, control of the pilotage, distinguished by local pilotage being remotely headquartered from London.



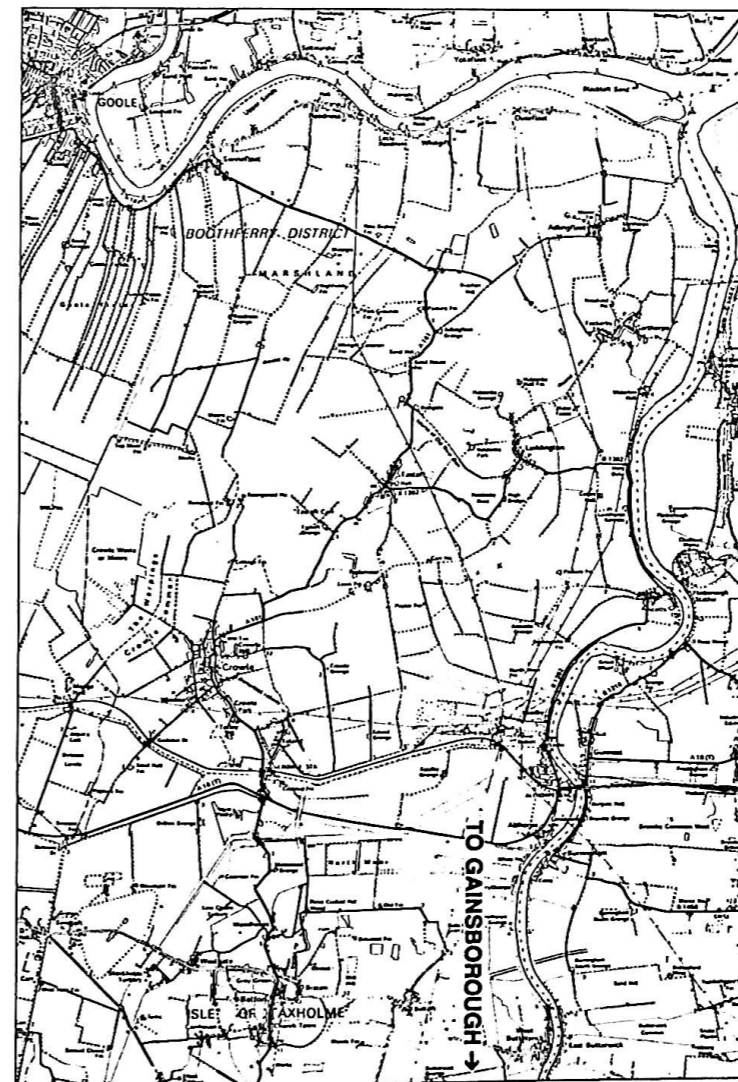
In 1981 Associated British Ports (ABP), a private company was formed from the BTDB. The shareholders now had public responsibilities and the ability to acquire profit centres, such as the Humber Pilotage Cutter Company. Once the cutter company lay in private hands it began to supply profits to its owners, the ABP shareholders. Those profits could be increased if costs could be reduced. Cost reduction was first figured as a moot point in removing the Hull Roads launch. The launch could go if one of two things happened. Firstly, either pilots could change over, or a ship could get a pilot if the vessel went alongside somewhere at Hull. Were this to happen then Riverside Quay would be dominated by this activity. Secondly, it would attract opposition from the Humber Pilots who sat as directors on the cutter company. An unnecessary advantage would have been given to ABP's competitors on the private wharves. Alternatively, ships could take a pilot, as the government had indicated in a recent Green Paper, all the way between berth and sea; this meant a consequent amalgamation of the three services.

Discussions towards amalgamation had taken place throughout the history of the Humber service but all had ended without agreement. The miners' strike of 1984 had created an imbalance of work and remuneration, particularly affecting Trent and Humber, which did not receive the benefit of a local solution. Consequently, the pilots had recourse to the Pilotage Commission for a hearing on March 20th 1985. The Commissioners unsuccessfully sought to make the three services speak as one. Between Christmas 1985 and New Year 1986, the pilots were brought to an agreement with ABP regarding their appeal to the Pilotage Commission. This was dated January 13th 1986, and restored the money, which the pilots claimed, phased in over three years, conditional on progress being made towards amalgamation. Nothing immediately happened to bring about an amalgamated service although it was agreed to set up an Amalgamation Working Party (AWP).

Despite the various agendas subsequently produced, the only real item for discussion was how much would a "district-wide" pilot be paid. The working party seemed destined to become just another talking shop until the government produced its Pilotage Bill in November 1986. The legislation was so important locally that amalgamation could not be finalised until we had a new Law. The representatives could not secure the desired target income from ABP. This mitigated with the Pilots' unease at the impending legislation, and the result was a meeting of all pilots on the estuary, called at Goole on Friday 9th October 1987.

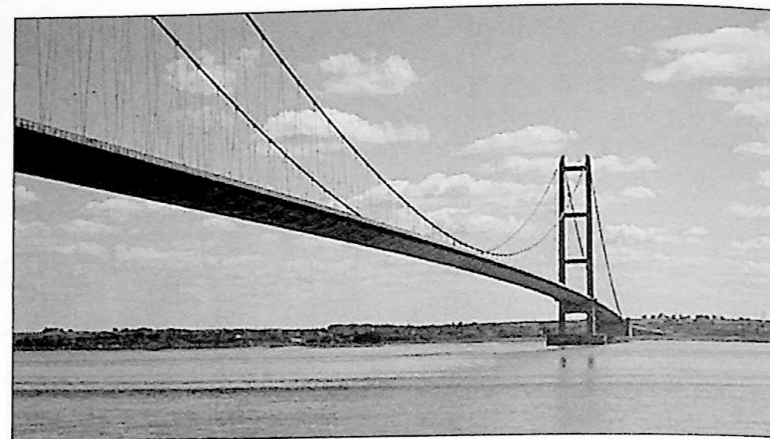
This withdrawal of service had its desired effect and the AWP agreed the pilots' money. Having settled upon a pay formula it was decided to begin training pilots upon the estuary itself. The pay formula became a vehicle for pushing forward the training. It enabled differentials in pay to be either wiped out or whittled away within a year.

January 1st 1988 was selected as a suitable quiet starting point. By May 1988, the Pilotage Committee felt that a new single service for the estuary could commence. There were



about sixty men qualified for the entire district and a through service could be provided without stopping in Hull Roads to change pilot.

On June 1st 1988 the five turn lists distributed about the estuary were taken and made into one new list administered from Spurn. Four months later, in October 1988, the new cooperative of Spurn Pilots Limited (SPL) came into existence.



Spurn Pilots Limited ~ Up until October 1988, overall local control of pilotage lay in the hands of the lawfully constituted Pilotage Committee. This body published monthly details of finance, accidents, manpower strength and sickness. It provided hearings for disciplinary purposes and was the first instance of inquiry into accidents. As it had four elements, the ports, shipowners, Trinity House and the pilots, it provided recourse for each interest and provided good consensus management. From 1988, the Holborn company, Associated British Ports (ABP), as the Competent Harbour Authority (CHA), became sole arbiter upon matters affecting pilots locally. No other interested parties or constituents were included within the conclusion of amalgamation or the future development between SPL and its CHA.

As the year turned towards 1989, all of the original Trent and Goole pilots were retrained and by the spring of 1991 amalgamation was completed with effectively all of the Humber pilots retrained. During this period, SPL recruited a number of new pilots from various sources, who were trained to pilot most of the area, Gainsborough being excepted. It is difficult to assess whether

amalgamation has been a success. The simultaneous transfer of sole authority resting with ABP clouds the issue. If published at all, statistical information from the CHA is not freely available.

The other side of the picture is that ships continue to get their cargoes to the ports. The influx of younger pilots is a positive element into the pilots' organisation. As the changes wrought recede further into the past, so local piloting activities are merging more into their normal role of a quiet background service to shipping. One of the aims of the national government in reorganising pilotage was that everywhere ships would be piloted directly between sea and berth. Locally there is evidence to suggest that it has taken two steps forward and one step back: but at what cost?

(Indeed! In 1998 Spurn Pilots Ltd became Humber Pilots Ltd - Ed)

Towards a Philosophy

By pure coincidence Humber pilot Paul Hughes submitted the following article in response to Martin McFarlane's "Whither Pilotage?" feature. It raises many interesting points and provides a discussion document of great relevance to the current dispute on the Humber.

The declining number of British pilots is symptomatic of their evaporating impartial role and that a policy is needed with which to preserve the known pilot facility. It is desirable to know where pilotage is going. Pilots currently operate under an implicit policy of wanting good money and safe conditions but are they also actively looking ahead beyond the immediate? Are there any long term goals in pilotage? Is it possible for a general pilotage philosophy to be constructed? The pilots are unwitting participants of a journey because they are tensed here in the present, engaged with other parties who do have explicit and exact goals. To formulate policy it is expedient to examine where pilotage has come from; survey what and to whom pilots are committed; and actively induce where pilotage wants to be, rather than a pilot service deducing trade destination and merely reacting to events.

Acts of Parliament and Navigation

The arena upon which pilotage centres is practical supply, remuneration and quality control.

The control or organisation of pilotage in the past has been eminently successful with at least three types of regimen: within an imperial structure, under liveried guilds and as part of the religious community. To some extent these epochs go to show that the

service succeeds best with patronage, elevating the concept of the safety function above that of the mercantile. These efficient epochs have always closed because of an exterior force coming down and shattering that good order. When the rule of modern pilotage begun to be devised after 1651 it fell wholly within the remit of the legislative for effectively only the next three hundred years. The rule's essence was one of compromise meeting the needs of each involved. With accession to the Treaty of Rome in 1972 the lines and conferences had gone and HMG divested itself of interest in maritime affairs: first dock privatisation, followed by dock labour scheme abolition. Pilots were legislated over earlier and more extensively than ship's officers were and during the nineteenth century that intervention centred upon stopping pilots from competing. The early acts were against the grain of politics of the time, against enterprise and free trade, and effectively prevented the pilots from providing a cutter infrastructure. The 1913 Act put any residual entrepreneurial initiative into aspic, taking most fee collection out of pilot hands and disbursing control of the rate to committee, as an incidental it totally arrested independent improvement.

Piloting traces its origin to a time when it was done solely by sense and experience.

Since then navigation has evolved and subsequently matured to a solved philosophy. Navigation has had its effect upon pilotage, leaving additional or superior tools but it has not altered the central tenets of the ship, its flotation and the expedition. Pilots still ply their trade in an art form, 'by the seat of one's pants' even though varying degrees of calibration are now available. The view held exterior is often incredulous that a pilots' plying has not been similarly maximised into a science - "but you have radar" runs the expostulation. The change from magnetic, to gyro, to rate-of-turn indicator shows with some clarity how each ascent merely brings on the next problem, but the concurrent mounting of responsibility remains opaque outside of pilotage. The lowering of a barrier is introduced as safety, but no increment is ever achieved because of continual onward thrust, and it can be said that the opposite is brought about because the adventure is made more tenuous with each frayed margin. Can technological advance improve pilot quality permanently? Are improvements in quality merely steps to increase output? If the physical burden to an individual remains constant is there a stress addition? Finally, when stress, as it does, winnows out the specie, is it merely a desired evolution; however regrettable that may be to the

individual and to the cost in the combined pension resource?

The inequalities thrown up by the 1913 Act during its first three decades were subsumed in the report by Robert Letch published 1st May 1957, when civil servant status for pilots was rejected. Then the Pilotage Commission should have been much that might have been desired, the vehicle for both pilot and shipowner. Its forced abolition was endured because of its cross political foundation, from which lessons must be learned. As the shipowner absconded and Trinity House' interest withered, port ascendancy destroyed consensus and the ports became the pilots' protagonist. The unequal struggle pilots are in is partly as a result of that unidentified malignant power who manipulated the 1987 Bill so that it was put in through the Lords, so unusual a manoeuvre it was national headlines; and partly because of a wide political shift that requires accountability. Collision, grounding and lateness are not accidents; they are not due to some external agency. Nor do excuses absolve, a corrective action has to be made to prevent repetition and, crucially, the loss has to be borne. When the pilot perpetrates a deed, whether directly by commission or indirectly by omission, how is his performance to be monitored and remediated?

Local Difficulties and Quality Control

Until the residual Pilotage Commission was finally dissolved, pilots had enjoyed a right of audience with the Secretary of State enshrined in statute. Many localities had retained the Letch formulae apportioning work and remuneration, because of its simple common sense, but some have since descended to contractual determination, thereby exposing the eventual abyssal state of all UK pilotage. At less than 700, the pilots' small number is one of the smallest of all possible groups to have the balancing trade under their fingertips. That fact demonstrates how key pilots are. The present is held on the one hand by the political part of the civil service, and the legislation draughters; and on the other, in the abeyance of checks and balances, the impartial pilot function is in thrall to shareholder dividend. Can a fresh determination of the amount of slippage in the political remit be made? Since 1913 especially there have become three new modes of transportation with the UK economy: creation of a land boundary, air and the tunnel; all of which will expand, shrinking the shipping proportion whilst paradoxically the total trade volume goes on increasing. Will pilotage industrial strength dilute or sharpen? Each service is lucky in that each respective CHA is merely a wharfinger and so perhaps the audience right has not been abated, that only its explicit expression has gone. In other

words, by making the right noises some limited constitutional change can be affected to arrest, even reverse, the headlong descent of British pilotage.

A solution has to be found. Pilots have to account for unsuccessful navigation, not to a kangaroo court but to an authority. How is such a body to be procured, not to examine trainees but to test them, to weigh tenure against performance, abolish elitism and promote merit: these are the issues for which pilots have been long accused and signally failed to answer. Not that pilots are alone in finding difficulty in policing themselves, neither have the police, nor medics nor lawyers; were pilots able to provide a model they would find favourable ears for any noise chosen to be made.

The Competent Harbour Authority of Britain

British pilotage is not an island entire of itself, we are told that ports must be competitive but have never had it demonstrated that pilotage is part of the ports industry, yet some concede pilots have a role which is autonomous. That niche has yet to be carved out. The British government retains a dominant lead role within the political life of the international maritime organisations because of its highly advanced structure, and it is currently being critically watched how it intervenes or stands aside in the accumulating disputes. There is a need to catch the changing tide and secure a solution which is as enduring as those under patronage were; which speaks that it needs to exist upon an ethos, a philosophy, or at the very least an arch-governing policy. This is the test; can patronage and responsibility be authored where both present powers and past centuries have failed. Do answers lie within profession of an ideal?

The elements of Irish UKPA origin and retention of the 1913 Act as current law outside our country demonstrate the dynamism of the political arena in which pilotage acts; devolution and Europe exhibit that volatility. Pilots are enmeshed with wharfingers awarded dominion over them, who are in turn strewn without order across the provinces; pilot services have integral strength because each framework is cohesive, rational and natural: that is, in local waters and the national geography. Meanwhile various wharfingers seek to split themselves further a field by going supra-national and it is that diversification which makes them vulnerable to the naturalness of pilot structures. How can that advantage be exploited?

Clear The Decks

The abolition of the dock labour scheme was a rare example of deregulation; turkeys don't vote for Christmas. The 1987 Act was also a deregulation doing something new,

creating CHAs. Was enough rope supplied? Not all CHAs are contiguous to their geography, showing how a CHA can be supra to its port. Merely an order in council would create an Arch CHA. The local CHAs are all set to fail, as two have done: one because their competence is only assessed when they default (Milford Haven) and the second because of having exerted power without authority (Humber). It can further be argued that CHA composition is fundamentally flawed which excludes a principal - the pilots - a serious deficiency in the Act. Any institution concerned with licensing local CHAs for Treasury remuneration, with the national standard of pilot services together with the pilot body performance, would definitively be a competent harbour authority. The boarding and landing fees are constantly abused for junketing, permitting pilot audit of them would ensure better usage with which to make improvement and provide education - without throwing the asset away abroad. Some modelling already exists for such an institution; the universities have existed as quietly as pilotage for centuries without attracting too much attention, when their situation was made to alter they attracted the call for performance figures. How far could the pilot group answer a similar call? Aeroplane drivers file passage plans before and flight reports after every flight and the call is coming for maritime pilots to do the same, it is inevitable; but will these paper mountains end up in the same unforgotten heap as present accident forms. Accident forms are an untold opportunity with which to make improvement from, they are a wasted resource, one which is already in pilot hands to exploit, utilise and enhance; yet who among the pilot body is trained to research, examine, test and teach. Marine education has been elevated into the universities and it is there where evidence is sifted to induce solutions: of safe under keel clearance and an always safe point of disembarkation.

Let's give the lions a good days sport

Whilst much of this argument is reactionary, the paradox is that an ideology is needed to contend with the governance holding the capital infrastructure (launches), altruism can make the pilots themselves the patrons of future pilotage. Can pilots construct a patrimony, a fraternity with which to endow the future? There is no immediate gain to the oldest generation of existing pilots and little enough gain to offer the youngest. Pilots need a plan just to preserve their impartiality and resist the ports determining criteria. A pilot has a unique selling point; he is on the ship but not of the ship - it is the waters which he pilots. In addition he

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PENSION NEWS

Happy New Year.

The following article covers my talk to delegates at the UKMPA conference 2001.

The subject of pensions is perceived to be boring, but is it? Certainly not for those of us who administer schemes - the scene is a constantly changing one, although not all is for the better.

The Bad News

As the saying goes, "no news is good news". To turn this around, "bad news is news", and perhaps that is why pensions are getting into the newspapers and onto television with increasing regularity.

We have had Maxwell, mis-selling, MFR, closure of final salary (*defined benefit*) schemes, at least to new entrants (*Medway ports for example*), annuity rates, reduced investment returns and, finally, Equitable Life. None of these is good news. And RISK has become a very familiar word, not only in the financial world, but also in terms of nuclear, chemical or biological warfare since 11 September. However, this first part of the Conference is about pensions not all the other world problems.

Final salary vs money purchase pension schemes

So what is the future for final salary pension schemes? More schemes closing to new entrants. Although there are still many large, well funded, final salary schemes out there, there are plenty of employers who see their profit margins eroding almost daily and, with new pension accounting standards coming in, they have even more impetus to alter their pension provision for their staff. There are even reports of the Final Salary Local Authority Pension Schemes under threat of closure [thought to be one of the safest] the Dept of Transport, Local Government and the Regions is undertaking a comprehensive review.

By moving to money purchase (defined contribution) arrangements, the investment RISK is shifted from the employer to the employee - a RISK that is becoming more and more indefinable. Some employers will match their employees' contributions, but usually only up to a certain limit (and that's unlikely to be more than 15%). The general level of member contributions is around 5% to 6%. When Final Salary schemes, such as the PNPf, need contributions of 20% to 30+%, a total of a 10% or 12% combined contribution rate is not going to provide a great deal, particularly when one considers annuity rates, another RISK. Improved mortality and lower interest rates mean that annuity rates have fallen by half over the past ten years. Just imagine what impact

that has had on those relying on money purchase pension arrangements to see them through their "third age". It is bad enough when your top up Additional Voluntary Contributions are affected, far, far worse when you are relying on these investments entirely.

Annuity rates

Are there answers to the problem of falling annuity rates? Income drawdown is one, provided that you have a large enough pot of money and the eventual purchase of an annuity can be put off indefinitely, not just to 75. There's a certain amount of lobbying going on so by the time we reach that grand age, progress might have been made.

More tax relief to encourage saving perhaps? That must be preferable to paying considerably higher taxes to provide state pensions on a pay as you go basis. We know continental European countries have higher state benefit provision than the UK but at a cost! Of course we might not have much choice if we join the Euro and parity reigns.

More savings? The ongoing rate for new entrants in the PNPf is 30%, so to provide similar benefits on an individual basis has to be at least that amount, throughout one's working life. The biggest commitment for working people is probably mortgage repayments - soon it will be pension provision! How many twenty-somethings will be willing to set aside 40% of income for home ownership and another 30% for pension ownership? Doesn't leave a lot to live on for all those years that we are told are in front of us!

Divorce

This is yet another factor that can seriously damage your pension, DIVORCE, a RISKY business in many ways. Since pension splitting came in last year, we've had quite a few requests for cash equivalent transfer values but we have not had any court orders yet. The problem comes if you try to build up your pension again after splitting it. I mentioned the point here last year but it is worth going over again.

When a pension entitlement is split between spouses, the pension scheme member ends up with a *pension debit* and the spouse receives a *pension credit*. Unless your earnings are below £23,850 then your *pension debit* counts as part of your entitlement.

The earnings limit of £23,850 for the current tax year will increase each year - it is one-quarter of the *earnings cap* - that is the maximum amount that can be treated as pensionable earnings for contributions and pension benefits in a final salary pension scheme if you joined it within the past 12 years.

Although there are not any pilots (in the PNPf at least) who have reached the earnings cap yet, you all earn over the

£23,850 limit. This means you could hit the Inland Revenue pension limit of two-thirds of earnings even though you would not actually receive that level.

So you could find yourself in a situation where you might have expected to end up with a maximum "2/3rds" pension (66% of your Final Pensionable Earnings) but you will not do so. Splitting pension entitlement does not have to be done, and these days a wife is just as likely to have her own occupational pension, so look very carefully at splitting or trading off other assets before you act to the detriment of your otherwise comfortable old age.

Equitable Life

We don't want to harp on an unhappy subject, but, despite all the wrongdoings at Equitable Life, the Society's with-profits returns were, each year, at or near the top of the league. We know why now, of course, but that does not alter the fact that the Society's AVC with-profits fund, over the ten years to March 2000 returned 10.6% per year (including the terminal bonus). Compare this with the median (average) for unit-linked managed fund AVC contracts of 12.4% and the median for occupational pension funds (CAPS) of 12.8% for the year to December 1999 when the UK equity market peaked at 6,930. The guaranteed interim bonuses that formed the greater part of the overall bonuses on your Equitable Life benefit statement each year cannot be taken away. The withdrawal of bonuses for 7 months last year, and the reduction in fund values of 16%, will certainly dent the latest overall performance. But if the Compromise Scheme is passed, the Guaranteed Annuity Rate (GAR) holders should get their fund values increased by 17.5% (and non-GAR members by 2.5%) so that will be some restitution for those of you who can still take your AVCs as cash. But, yes it is a very bad state of affairs and various organisations are taking steps to seek compensation in one way or another.

Humber

There are problems even closer to home - the situation at Humber. Needless to say a number of pilots from the Humber have contacted us, to seek confirmation of their benefits if they have to leave next January. Pilots from other areas have contacted us too, concerned about the effect that a loss of 130 members would have on the Fund.

It must be an extremely worrying and uncertain time for the Humber pilots. But for the Fund, the risk is not the fact that we shall lose around £1m contributions a year, nor that immediate payments will need to be made. Whilst there would be a cash flow issue, with maybe 30 pilots taking tax-free cash sums at the same time, and a sudden hike in the pensions payroll, there would be a number of pilots who would have deferred

pensions. These pension benefits would be crystallised and would, in future, be linked to price rather than wage inflation. Those who decide not to take an immediate pension, or could not do so because they are under 50, might decide to transfer their benefits out of the Fund and into a new employer's pension scheme. If those alternative schemes were to be money purchase arrangements, they should take independent financial advice and think very hard about the option. Whilst a deferred benefit remains with the Fund it will be based upon final salary at the time of leaving and it will be increased each year. We have covered the alternative annuity issue earlier.

Several pilots have asked what would happen if they deferred their pension but decided later that they wanted to draw it before reaching age 60. The removal of the abatement between ages 58 and 60 only applies when retirement takes place. If a deferred pension is taken, it does not become payable in full until age 60. So, if a pilot left the Fund aged 45 and decided at the age of 55 to ask for an immediate pension, it would be reduced by 27 1/2%, (5 years at 5 1/2%) not by 16 1/2% (3 years at 5 1/2%). It would have been increased in line with inflation (up to 5%) over the intervening 10 years though.

If pilots take an early retirement (unenanced) pension they can pilot in the UK, or overseas without any effect on their pension in payment.

Another threat to pilots, of course, how many other ports will look at new arrangements if ABP's intentions do go ahead, and are successful. That would have implications for the long-term future of the Fund.

Investment returns

As far as the Fund is concerned, one of the most important issues (apart from price/salary inflation) is investment returns which we rely on to cover the outgoings (of almost £1.75m a month alone on the pensions payroll). Investment income and profits from sales are very much needed to match them).

Have we seen the end of the golden days for equities or will the cycle come around again? Certainly the pundits believe that equities will still outperform other asset categories in the long-term.

However, the rise of the corporate bond provides a new dimension, there is surety of income, and corporate bonds rank above equities if the company collapses, although Swissair's bonds were worth only 37% of their face value when the company came close to bankruptcy in mid September. (The Fund did not hold any shares or bonds in Swissair). There is still an inherent RISK in the assessment of the credit ratings of

corporate bonds and these must be scrutinised regularly.

As well as corporate bonds that provide a fixed return, there are index-linked corporate bonds, with a smaller fixed return and an additional payment in line with inflation. Their introduction, with the overall expansion of corporate bonds, gives pension funds more choices.

The investment and cash deposit income received over the past year was almost £14m, from these main asset categories

Fixed Interest

| | | |
|-----------------------------|----------|--------|
| Government bonds: | UK | £5.02m |
| | Overseas | £0.91m |
| Corporate bonds | | £3.66m |
| | | £9.59m |
| Equities | | £3.98m |
| Cash | | £0.39m |
| Plus (net) profits on sales | | £4.25m |

You can see from these figures that we now receive almost the same income from corporate bonds as we do from equities. The total income from fixed interest is more than twice the amount we receive in Fund contributions

Geoff mentioned that Boots the Chemist pension fund has moved out of equities and into bonds entirely, over an 18 month period, and they certainly gained the advantage of top end of the equity market at the beginning of 2000 when they started the exercise.

In their case though, the bonds are being passively, rather than actively managed. The move will also help the company's balance sheet as the new pension accounting standard comes into effect.

Continuing the investment theme, Paul Myners gave an extremely lively talk at the Pensions Management Institute Autumn Conference in October 2001. Whilst there has not been wholehearted support for all aspects of his proposals, he has at least generated considerable discussion in the industry. I have mentioned the issues in earlier articles last year and, for the sake of brevity I shall not cover here all the points that I spoke about at Conference.

The code of conduct for lay trustees

Connected with, but not resulting from, The Myners Report, a group has been set up to establish a code of conduct for lay trustees. It is intended to give a voice to lay trustees in developing fair and comprehensive standards that will give them the confidence to grasp the prime responsibility for ensuring high standards of conduct throughout their term of office. So far, it seems that trustees are the one group of people directly involved in the running of pension schemes whose collective views have not been wholly represented, other than through the National Association of

Pension Funds.

The 15 members of the *Trustee Code of Conduct Group* held its inaugural meeting in early October. Along with trustees, including Joe Wilson (one of our alternate trustees, from the Tees), there was a pensions' lawyer and a representative from OPDU, the Occupational Pensions Defence Union.

The future

What does the future hold for the PNPf in particular and other pension schemes in general. With the Review of the future options for the Fund to be presented by the actuary to the trustees in two days' time, and the actuarial valuation at the end of next month, it is going to be a busy time. And for other schemes - will there be radical changes and are the golden days of final salary schemes likely to end? There are many risks but the PNPf trustees will do everything in their power to ensure your future security.

Jan Lemon

Retirements August to October 2001

| | |
|--------------|------------------------|
| DR Barclay | Liverpool September |
| CR Bradford | Liverpool August |
| RM Chaplain | Humber September |
| RF Dunn | Fowey August |
| JA Grantham | Humber October |
| DW Hodgson | Liverpool August |
| CB Middleton | Humber September |
| HA Renshaw | Humber October |
| CF Smith | SE Wales August |
| MR Smith | Harwich October |

Pensioners Deceased August to October 2001

| | |
|-------------|------------------|
| RM Barton | Isle of Wight |
| RC Burn | Tyne |
| NC Campbell | Clyde |
| C Milne | London ~ Thames |
| DT Neck | Manchester |
| B Purdy | Sunderland |
| WR Steen | Isle of Wight |
| S Whale | Tyne |
| DC White | Fortb |
| ML White | London ~ Channel |

UKMPA EXTRAORDINARY MEETING HULL GUILDHALL 7th DECEMBER 2001

Following a resolution passed at Conference, a meeting was arranged by Humber Pilots Ltd. at the Kingston-upon-Hull Guildhall on the 7th December for all UKMPA pilots who were not working. In addition to the off duty Humber pilots, over 200 pilots, including representatives from Holland, Germany and Italy, filled the hall to overflowing. This overwhelming support represented the majority of all UK pilots available to attend. Representatives from the local community, the local press and the national maritime press were also present for the open session in the morning.



Chairman Norman McKinney along with members of the UKMPA Section Committee and Guest Speakers

The meeting was opened by a representative for the Lord Mayor & Admiral of Humber who welcomed all those present and expressed his sorrow at the events which had led to the meeting being called. He gave a brief explanation of the long tradition between the Lord Mayor and the Humber pilots both of which were proud symbols of the city of Hull. He expressed the hope that discussions could resolve the dispute between HPL and ABP and ensure the ongoing prosperity and safety for Kingston-upon-Hull.

behind the establishment of the Competent Harbour Authority through the 1987 Pilotage Act. He explained that the 1987 Act was a very poor piece of legislation, which had been introduced in the mistaken belief that costs to the ship owner would be reduced. This had not in fact happened but by transferring the responsibility for pilotage to the CHAs they had in effect granted them powers of prosecutor, judge, jury and executioner over pilotage matters without accountability.

Bob Sawyers (Humber pilot) gave an overview of the Humber pilotage district, detailing the variety of cargo handled and explaining how the traditional method of pilotage recruitment and training strove to ensure that the delicate balance between

commercial ship movements and the valuable local environment was not upset. He contrasted this with the high risk recruitment and experimental training programme being undertaken by ABP with its new pilot intake. Bob went on to analyse ABP's action with respect to the Port Marine Safety Code. Although, by failing to support its strategy with a formal risk assessment, ABP failed to meet the Code's principles, the DTLR had apparently been rendered powerless by the repeated mantra of ABP that "safety will not be compromised". This fact in effect rendered the PMSC a totally worthless document.

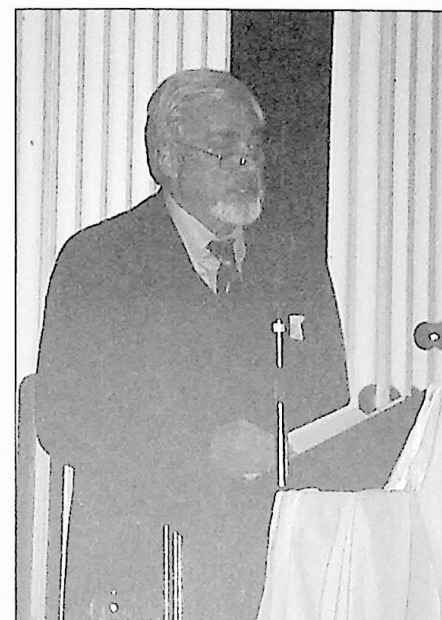
Steve Holland (Chairman: HPL) then took the stand and after thanking the Lord



Steve Holland emphasises a point



Over 250 UKMPA Pilots filled Hull Guildhall to overflowing



Gianfranco Gasperini

Mayor for the use of the Guildhall and valuable support, he expanded on the points raised by Bob Sawyer. He explained that all pilots see themselves as defenders of the environment performing a public service. Unfortunately the Government had failed to clarify this point leaving many CHAs to consider pilotage as a profit centre. HPL regretted having to take strike action, having sought negotiation and arbitration. ABP had refused point blank to entertain either. HPL felt that by failing to become involved in the dispute the DTLR were in effect offering tacit

approval of ABP's position despite their actions effectively undermining the PMSC. Steve closed his speech by emphasising the importance of membership of the UKMPA and in particular the professional assistance given by Ron Webb the national secretary of the T&GWU

EMPA President and Italian pilot, Gianfranco Gasperini followed Steve Holland and in his address he emphasised the importance of the principles of the HPL position from a European perspective. EMPA found ABP's actions incomprehensible especially in the light of the recent removal of pilotage from the EU Directive on port services which had occurred because EU officials had recognised that pilots performed an essential public safety service. Additionally, at IMO pilotage had been recognised as a Hi-Tech service and an exacting training syllabus has been drawn up to reflect the required skills. EMPA condemned ABP's actions which put profit before safety.

The condemnation of ABP's actions by the International pilotage community was stated by IMPA Vice President and Chairman of the German Federal Chamber of Pilotage, Hein Mehrkens. Hein pointed out that in countries where cost cutting exercises had been undertaken in pilotage the result had been an increase in incidents and a poorer service. Significantly the costs to the shipowner had not been reduced. At a time when the spotlight was on improving safety of shipping ABP were taking enormous risks by their actions. This message was underlined by IMPA

General Secretary Nick Cutmore who gave the example of the Exxon Valdez grounding which had resulted in costs in excess of \$10 billion. The Exxon Valdez enquiry had declared that the lack of an effective pilotage service was a central cause of the disaster. The Sea Empress disaster had also found inadequate training of the pilot to be a fundamental cause. Subsequent speakers all expressed condemnation of ABP for undermining the safety of shipping. During the closed session in the afternoon Ron Webb explained the background to the T&G's efforts to use its experience in order to bring ABP to negotiation and to seek a resolution of the dispute as soon as possible.

JCB



Dutch Pilots' Association President, Rein van Gooswilligan presents Steve Holland with a plaque in a gesture of support

FOWEY RETIREMENT

Roger Frederick Dunn retired from Pilotage on 31/5/2001, working slightly past his 65th birthday to achieve 40 years of service as a Par pilot.

On the sailing of his last vessel from Par, much to his surprise, he was brought round to Fowey and headed a procession of all the harbour craft, up and down the river to give him a proper send off. Our thanks go to the Harbourmaster, Mike Sutherland, and all his afloat staff who participated so enthusiastically.

Roger's retirement brings to an end a long family tradition of pilotage in the

district. His father, Fred, was pilot before him and Roger was trained from a young age. The other branch of the family were Fowey pilots, Uncle Lloyd Dunn following Great Uncle Moses Dunn. There was, however, no love lost within the family and if ships could be poached, they were!!

On his retirement the partners of the FPA bought Roger a ticket (return) to Australia so that he could visit the descendants of those of the family who didn't make it into pilotage but were "encouraged" to emigrate, or so the story goes anyway.

There is still a link with the family as Roger's son, Andy, is one of the partners in The Fowey and Par Boat and Linesman Service who are the FPA's sub contractors in the provision of the service. Andy has a degree in Metallurgy, but obviously something in the blood called him back.

Roger has been succeeded by Richard Davies, from Boston, who was appointed from a first class short list of applicants.

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

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Tees Pilot Julian Lancaster has taken charge of the site and is looking for ideas on content, please contact him at: lancls@iname.com

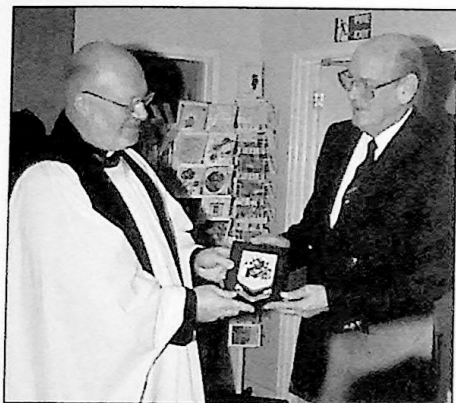
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Charlie Wood



UKPA PLAQUES

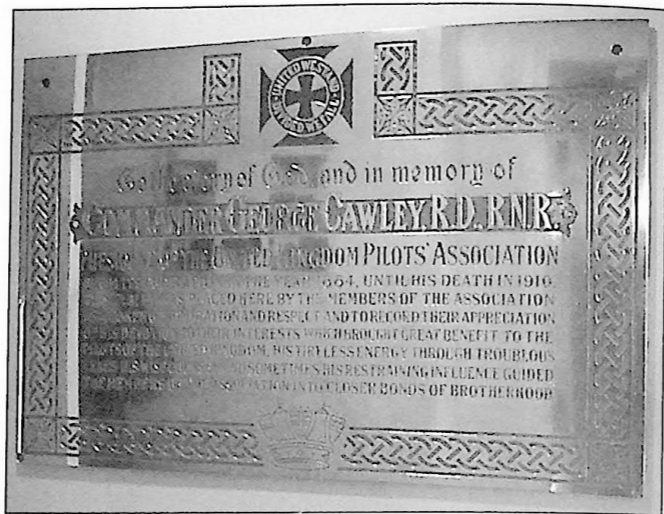
Those of you who are regular readers of the magazine will be aware of retired Bristol pilot, John Rich's campaign to place the commemorative plaques of Commander George Cawley and Admiral Pim on permanent display at the new Seafarers' Centre at Portbury. Following much hard work his endeavours finally bore fruit last year and the two plaques are now mounted in prominent locations within the Centre. In order to mark this unique occasion John arranged for a formal reception and dedication of the plaques with Philip Auden the Padre. The 12th December was a bright, sunny day and following a lunch in a local hostelry, courtesy of the Bristol Pilots Partnership, Les



Philip Auden receives a UKPA plaque from John Rich

Cate, Harry Hignett and I, along with several Bristol pilots and their wives, met up with John Rich and his wife Hetty at the

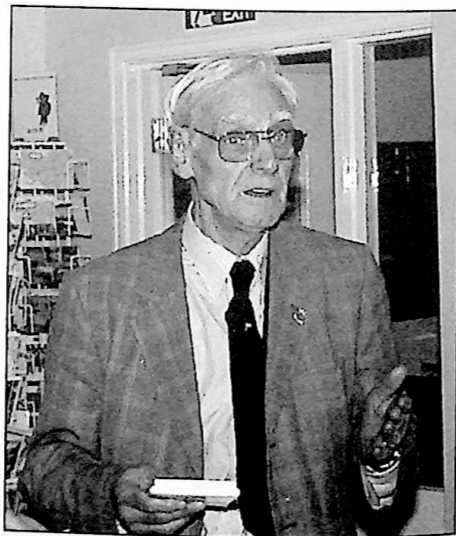
Centre. Following a short dedication service by Philip Auden, John presented the Centre with a UKPA(M) plaque. Retired Liverpool pilot, Harry Hignett, who wrote the UKPA history for the centenary in 1984, was the guest of honour since it was he who was directly responsible for saving the plaques from loss. In a short speech John Rich paid tribute to Harry explaining how in 1981 Harry's researches into the book had led John to discover the plaques in the chapel of the Bristol Seamen's Institute church, which was about to be demolished. The subsequent fate of the plaques has been quite a challenge for John. Having rescued the plaques he carefully cleaned them and arranged for them to be mounted in St. Nicholas Church Museum. There they remained on display for many years but in recent years St Nicholas church became a tourist information centre and the plaques were hidden from view. The transfer of these plaques from the St Nicholas centre to the new Seafarers'



Commander Cawley's fully restored plaque

centre has not been without its administrative headaches and it is a great credit to John that the memorials to these two founder members of the UKPA have now been professionally cleaned and are once again on permanent display. Commander Cawley's story reveals that both he and Admiral Pim dedicated their lives to lobbying against injustices and improving conditions, not just for pilots but for all seafarers. They would probably be appalled to learn that over 100 years later the same injustices exist and their battles are still being fought! The Seafarers' centre is the ideal location with our motto being more appropriate than ever.

JCB



Harry Hignett, whose research led to the discovery of the plaques

PROFESSIONAL DEVELOPMENT FOR PILOTS

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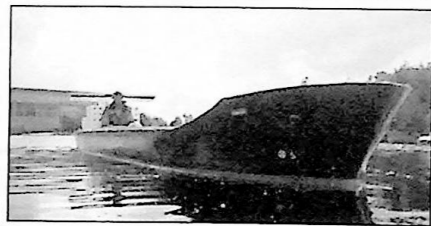
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"Crew Reunion"

Whilst attending the UKMPA Conference at Eastbourne this year, I noted that out of some 130 delegates, twelve had a strong tie with the Liverpool Pilot Service. There were serving Liverpool Pilots, transferees to both The Humber and to Southampton and ex-Liverpool Pilot Apprentices who are now authorised in other Ports.

Further, I was delighted to discover that seven of these experienced men were in "my

Crew" when I was Senior Boathand (Official Legal Title) of No.3 Pilot Boat, the *Arnet Robinson*, in my final year before being "licensed" as a pilot in 1968. There are three missing from the crew, in order of Seniority: Simon Fearnett, Humber, the late John Evans, Liverpool, and David Taylor, (retired), Liverpool. Ten was the full crew, consisting of two four handed watches and two day workers. I am delighted to report that the conference crew could have worked the boat efficiently, as we often did, with



Left to right in order of Seniority: John Curry, Alan Lindfield, (Both Liverpool), John Hender, Alan Duckworth, (Both Humber), Michael Smart, (Southampton), Mike Pengelly, (Liverpool), Richard Williamson, Boston.

two three handed watches and a "Doze".

I am mindful when looking at the photograph, of the question from the then Superintendent of Pilotage, Captain Robert Smith on inspection day of 1967 (Captain Smith was also short in stature): "How do you keep this lot in order Curry?" Remembering them as they were then (and knowing them as they are now), I believe I replied: "With difficulty Sir!"

John Curry, Chairman, Liverpool Pilots



John Curry looking towards his future whilst "Senior Lad" of No.3 in 1967

LETTER

I am contacting you having just returned from the dedication service for the memorial plaques to Commander Cawley and Rear Admiral Pim. Yesterday I received by e-mail the 'Christmas' edition of the Port Marine Safety Code bulletin. Listening to the rededication service and having examined the plaques my mind drifted away to our last conference in Eastbourne and the problems we are currently encountering. At the 2000 Conference in Southampton we voted for our new logo. Our old logo was allowed to disappear with hardly any dissent whatsoever, after all there were far more important matters on the agenda! The modernisers within our organisation argued that our motto on the logo sent out a 'confrontational' message and what was required in future is cooperation and conciliation to improve our image. As I study the latest bulletin and the current situation I must ask, "what has this policy achieved?" In pride of place on Commander Cawley's plaque is our motto that now appears to cause embarrassment to some within our organisation "United we stand, divided we fall". So I wonder what Commander Cawley would make of us now? We have a member of this Association prepared to displace a colleague during an industrial dispute on the Humber. We have region six that for the second year running cannot find

someone with enough time to attend Section Committee and work for the future. In the recently advertised vacancy for the Technical & Training Committee only one person put himself forward for selection. Finally I am led to believe that there were some pilots who declined to attend the Extraordinary General Meeting in Hull for fear of being identified as militants or troublemakers.

Last night I re-read your articles "The Pilots' Friend" that have been serialised in recent editions and I would urge every other pilot to do the same. The parallels with the current situation (as you so rightly point out) are amazing. The Shipowners have managed to turn the clock back 100 years in Shipping and again as in the 1890s have their cheap foreign crews with total disregard for the life and aspirations of the

people they employ. It is now abundantly clear that the same is planned for pilotage ably assisted by civil servants who sat at the same table as the port owners in the recent court hearings relating to the Humber. Then as now we are perceived as an obstacle to their commercial aspirations. Unfair removals of authorisations, qualifications, PECs and 'alien' pilots were all hot topics of discussion.

We have recently sustained attacks at IMO through resolution A485 and appear to have repelled them. We have sustained an attack in Europe on the EU Marine Port Services directive, which also seems to have been convincingly repelled. However, the final battle is on the home front and if we are to remain loyal to the memory of our founder this must be won.

At Conference our Chairman asked us to remember our motto and I fully endorse this viewpoint. However, it will be all too easy for it just to drift away into obscurity if we are not proud enough to state it. I would therefore like to suggest that consideration be given to the inclusion of our motto at the title of your publication in tribute to Commander Cawley our founder. The Shipowners and ports will never give up their efforts and our motto will then serve as a salutary reminder never to relax our vigilance and unity. "UNITED WE STAND - DIVIDED WE FALL".

Avald Wymark (Bristol Pilots' Delegate



OBITUARIES

Peter Robert Bridges

It is with deep regret that we have to announce the death of Peter R. Bridges, a Manchester Ship Canal Pilot of nearly 40 years, who passed away in hospital in early December 2001, finally succumbing to a long illness.

Born in the late summer of 1924, Peter served his apprenticeship, and six years as a watch-keeping officer, with Eagle Oil & Shipping Company through the terrible years of World War II and up to 1950. His application for a job as Helmsman /Apprentice Pilot came from Antofagasta in Chile in March 1950, though how he knew of vacancies arising in the Service from so far away is not known. His application, written in his magnificent copperplate hand writing, was successful and he started as a probationary Helmsman on 15th June 1950.

Peter progressed at the normal rate at that time achieving a 2nd Class License in October 1954, and 1st Class in October 1957. Peter gave thirty-one years of exemplary service in that latter capacity. Never one to hog the limelight Peter was always there when required and always gave of his best to his work. Perhaps his most endearing legacy to those of us who were privileged to work with him was his rapier like wit. Pilotage on the Ship Canal was non-compulsory throughout Peter's working life. This gave rise to the occasion when Peter was booked to pilot a small German ship from Runcorn Docks to Eastham and on boarding the ship in the Dock entrance was informed by the Captain that his services were not required, but if he wished to stay with the ship to Eastham, he should stand at the rear of the wheelhouse and say nothing. Peter acquiesced with this directive in his usual polite manner. About an hour later, when approaching a row of five spar buoys on the starboard side of the fairway, the Captain enquired of Peter 'What are these little sticks in the water Mr. Pilot?' Peter's prompt reply was, 'Those are the masts of ships that went without a Pilot, Captain!' This amused the dour German Captain so much that he offered Peter a cup of coffee and was happy to sign his job card on arrival at Eastham. Peter brought such humour and wit to all the most difficult and onerous jobs, of which there were many in those days, making them seem much less onerous to those working with him.

Peter retired from the Service in 1988 at the age of 63, availing himself of the severance package available at that time to assist in reducing the Service for implementation of the 1987 Pilotage Act. His professionalism and expertise were sorely missed at that time and his abiding

wit and gentle ways will always be with us. All our lives have lost something by his passing and our most sincere condolences go to his wife Barbara.

DH Jackson
Manchester District Secretary

George William Purvis



My father was born on the 11th June 1910 into a Tyne Pilot family going back generations and from an early age he worked on the South Shields ferry during his school holidays. At the age of 15 1/2 he went to sea on the Blue Star Line ship *Saxon Star* as an ordinary seaman trading down in South America, returning two years later to become a pilot apprentice on the river Tyne. After completing his apprenticeship my father returned to sea as a junior officer and by the age of 30 had gained his Master's Certificate.

Following the outbreak of war in 1939 he was sailing in a large convoy of some eighty ships in five columns which was attacked by German U-boats and his ship the *Riley* was one of only 19 ships to survive. Later in the war when he was master of the Latvian vessel *Elizabeth*, outward bound from the Tyne, the ship came under attack from a Fokke Wolfe aircraft. A 500lb bomb scored a direct hit and penetrated the 3rd Engineer's cabin but miraculously it failed to explode. During the Normandy landings my father volunteered his services and under the direct control of the Admiralty his ship was engaged in operations between Juno and Arromanche.

For this wartime service he was awarded the Atlantic Star along with other campaign medals and following his release from service under the Admiralty my father became a North Sea pilot until 1947 when he was accepted into the Tyne pilotage service. During his subsequent pilotage career he became an active member of the Marine Branch of the TGWU, sitting on various committees and attending conferences in London as a Tyne pilot representative. He retired at the age of 70, having completed 33 years of service as a

Tyne pilot, an event which was recorded by Tyne-Tees television who made a programme about his career.

Following his retirement my father continued to enjoy his lifetime hobbies of photography, water colour painting and gardening.

He died on the 6th December 2001 following a long illness.

George William Purvis Jnr.

Peter Watt

It is with deep regret that South-East Wales Pilots report the sudden death of Peter Watt, on Friday, 9th November 2001 at the age of 61. After leaving Newport High School Peter served a five-year apprenticeship with the Newport (Mon.) Pilot Boat Company based in Barry. These were formative, if somewhat difficult, years. After his apprenticeship Peter went to sea with Booth Line until Second Mates F.G., and then with Gibbs Bros. (Newport), to get sea time for Mates F.G. Upon obtaining this, at the age of 25, Peter took up a vacancy as a Newport Pilot, indeed a Bristol Channel Pilot in 1965.

Right from the start of Peter's career, pilotage politics played a large part, culminating in 1974 with the amalgamation of Cardiff, Barry and Newport Pilots, with Peter taking a place on the new South-East Wales Pilotage Authority. It seemed but a short while before the Green Paper on the Pilotage Act (1988) was introduced, and Peter played a significant part in negotiations with Associated British Ports. This took many, many hours, and throughout it all Peter kept his place in the rota. Even after Pilots had become employees of ABP much time was spent by Peter in smoothing out difficulties. He had also by now taken a place on the Board of the Newport Harbour Commissioners, eventually going "through the Chair".

Peter loved his job, was proud of being a Pilot and always did his job in a professional and deliberate manner. Peter achieved much in his career, with the interests of pilots always to the forefront, a formidable knowledge of his profession aiding this. Peter was the last serving "Newport Pilot" and one of only three pilots from the apprenticeship system still in service. The very large turn-out at the Crematorium showed the respect of friends and colleagues.

Peter leaves behind his wife Hazel, daughters Nicola and Lisa, and a grandson Sam, who brought him so much pleasure. We offer them all our deepest condolences

Roger Williams, SE Wales Pilot (Retd)

(Continued from page 5)

engages with the whole area, with every installation - whether the CHAs or not. Most favourably is he positioned to speak for the ship, as other forums hold silent, yet what voice does the pilot make? Is it the pilots' failure that he does not market his resource, or is it an aberrance of history from which the 1987 Act released him? Can pilots master market ideology? As harbour departments are fabricated contrast a pilots' authority: inherent, intrinsic and of longevity. Those departments militating in their ascendancy arbitrate the pilots' role of servant to the ship, so in turn must pilots militate to retain being servant to but that one master of the ship. The marshalling yards were built on as hauliers cried out for lorry parking and now anchorages are abolished for dredging. There are a few pilots left, still; offering their skill to commercial adventures and to the expedition of voyages.

The Act gave the ports the sinecures known as CHAs for gratis, pure profit centres of pilotage without real risk to capital. Some regimes retain benignity; others are crudely terroristic, wielding power without authority. The imposed mix of employed and self-employed has failed to produce hybrid vigour and instead one wonders when the ethnic cleansing will begin. To this mix how vulnerable is national representation, and hence the line to IMO? At what number of contributory pilots does a stand alone PNP cease to be viable? Without these structures there is not an effective resource of British pilotage and without such a role the DTLR are not in a position to enjoy the European mandate nor to contribute to the PSMC, on pilotage. Is the relationship of the DTLR to the CHAs also only to be reactive - in fault finding, or will the government govern and set policy? A CHA must have an area; the Arch CHA for the local CHAs to be answerable to have the whole of national waters available. What catalyst could turn this to reality? There is a simple strategic need of an arrival and departure website, monitoring ships as Customs did. Pilotage is burdened with a colossal administrative overhead, typically forty percent. It is in the shareholders dividend interest to keep its own CHA. The role of local CHAs has its focus in local matters but an Arch CHA is the forum from which to educate, appoint Harbour Masters, collect pilot fees and even appoint pilots to ships. The numerous large local overheads would be converted into a negligible proportion under a singular national call centre; and after pruning the residue would fund the Arch CHA. The codicil to the act specifying local arrangements merely needs one national addition of the Authoritative British Pilots (ABP).

Paul Hughes, Yorkshire

THE PILOT

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Transport House, 128 Theobald's Road, Holborn, London WC1X 8TN
Tel: (020) 7611 2570/71 Fax: (020) 7611 2745 Email: ukmpa@tgwu.org.uk
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| 1963 - 1976 | The Rt Hon James Callaghan, PC, MP (Cardiff South East) | |
| 1977 - 1991 | The Rt Hon The Lord Strathcona and Mount Royal | |
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| <i>Chairman of the Section Committee</i> | | |
| NCE McKinney | 8 Alt-Min Avenue, Belfast, Northern Ireland BT8 6NJ | (02890) 402302 |
| | Email: nmckinney@tgwu.org.uk | |
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| J Pretswell | 13 Ladylands Terrace, Selkirk, TD7 4BB | (01750) 21173 |
| | Email: john@pretswell.fsnet.co.uk | |
| <i>Section Committee</i> | | |
| J Pretswell | 13 Ladylands Terrace, Selkirk, TD7 4BB | (01750) 21173 |
| | Email: john@pretswell.fsnet.co.uk | |
| S Davey | Chestnut Cottage, 14 School Road, Great Oakley, CO12 5AZ | (01255) 880970 |
| | Email: SIMON@spdavey.freemove.co.uk | |
| G Mills | 14 Elveley Drive, West Ella, North Humberside | (01482) 655604 |
| | Email: george@georjen.karoo.co.uk | |
| LG Cate | 35 Elmcroft Place, Westergate, Chichester, W Sussex PO20 6XL | (01243) 544428 |
| | Email: cateles@hotmail.com | |
| D Devey | Brackenwood, Altami Road, Buckley, Flint CH7 3PG | (01244) 540775 |
| | Email: dave.devey@btopenworld.com | |
| J Wilson | 9 St Austell Close, Stainton Manor, Middlesbrough, TN8 9NQ | (01642) 270614 |
| | Email: joe.wilson@ntlworld.com | |
| <i>Chairman, Technical & Training Committee</i> | | |
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| <i>Secretary</i> | - | Davina Connor 020 7611 2571 • Email: ukmpa@tgwu.org.uk |
| <i>PNPF</i> | - | Jan Lemon Tel: 020 7278 3221 • Fax: 020 7278 6911 |

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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

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 | W Esler Esq | "Ramoyle", 17 Corran Manor, Larne, Co. Antrim BT40 1BH | 028 905 53504 (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, Cort 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 3J | 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) |
| Swansea, | | | |
| 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 |
| Tees, | | | |
| inc Hartlepool | Mr Peter Wylie | 5 Paddock Wood, Coulby Newham, Middlesborough, TS8 0SA | 01642 485648 Fax: 01642 472991 |
| Teignmouth | JC Whittaker | Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth, TQ14 9PR | 0162677 6134 (H) |
| Tyne | JH Burn | 44 Walton Avenue, North Shields, Tyne & Wear, NE29 9BS | 0191 257 3999 (H); 0191 455 5656/7 (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) |
| Wisbech | LB Fant Esq | 15 Spencer Close, West Walton, Wisbech, Cambs. PE14 7EN | |
| Gt Yarmouth | Paul Haysom | 9 The Street, Blundeston, Lowestoft, Suffolk, NR32 5AA | 01502 731356 (H) |