

THE PILOT

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The official organ of the United Kingdom Maritime Pilots' Association

Editorial

Two years ago I wrote an editorial expressing concern over the future supply of pilots and mentioned that the UKMPA were doing everything within their powers to raise these concerns at the highest level. Since that time, in co-operation with British Ports Industry Training (BPIT) and the nautical colleges, a set of occupational standards and a training syllabus have been drawn up and published. So, all should be progressing well in ensuring that Britain's ports will have a sufficient number of qualified officers to fulfil the roles of pilots but regrettably this is not the case. There is very little point in having a set of standards and syllabi if there is no pool of officers to train. Recent issues of the NUMAST "Telegraph" have highlighted the appalling record of training by the Industry and the statistics reveal an alarming downward trend in British seafaring. In the last 20 years the number of British seafarers employed in the UK shipping industry has fallen from 54,955 to 9,308 and the average age of British officers has risen from 34 to 47! It does not take an expert analyst to interpret that it is already too late. With the majority of UK pilots due to retire within the next fifteen years our replacements would traditionally have been junior officers in their twenties but when did you last see a British second or third mate? The Government likes to trumpet the success of the Tonnage tax which is bringing the first increase in UK registered shipping for 20 years, but this will not solve the problem. NUMAST's evidence suggests that ship owners have failed to honour the commitment of the TT to train one cadet for every fifteen officers but even if they did, with only 263 ships over 500gt currently on the British register



The 1970s – the last British MN apprenticeships?

it would only produce around 90 new apprentices. Assuming that 60% of these are deck officers and that 10% (a high estimate) of these might decide on pilotage as a career path, we can look forward to erm ... 5 pilot trainees in 7-10 years time! Even more alarming, further evidence from the NUMAST letters page suggests that once their apprenticeship is completed cadets find that many shipping companies only want officers with a Master's certificate and are not willing to offer ongoing employment. Our industry is already in deep crisis and these statistics render ABP's decision to de-authorise 136 fully qualified pilots all the more incomprehensible! In 2001 BPIT produced a comprehensive port skills report. The primary recommendation from their survey was that the ports Industry must urgently recruit apprentices and port apprentices now offer the only realistic solution. Allowing 7 years to transform a port apprentice into a qualified pilot it means that nationally ports should be

training around 100 apprentices per year within the next three years. If the Government is committed to supporting its Port Marine Safety Code it has a responsibility to work with the ports and the UKMPA to urgently address this matter. Unfortunately the indicators are that the government is backing away from its commitments to the PMSC and BPIT which received government grants has been disbanded to be replaced by Port Skills and Safety Ltd (PSSL). The UKMPA together with the nautical colleges have produced a valuable framework for pilot training and so it is now up to PSSL to fulfil its remit and introduce a recruitment program to provide quality pilots for the future! However whilst PSSL claims to be seeking to build on the work of BPIT it is an organisation owned by the UK ports and its website fails to include pilotage as a "port job" or "career path"! Some previous pilot members of BPIT have been invited to join PSSL but the TGWU has not and the UKMPA is therefore seeking to clarify the terms of reference for members. Regrettably the composition of PSSL does not so far generate confidence in its being able to create a productive relationship leading to prompt and positive action on recruitment of future pilots!

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HUMBER

It is now one year since the situation on the Humber reached crisis point and HPL members unanimously voted against the employment package on offer by ABP.

The dispute has been well documented in this magazine and on the HPL website and all of us share the on-going frustrations for HPL members in having their case for justice heard. The case of HPL, most of whose members are now back at sea in order to earn an income, has raised considerable concern over the impartiality of the DfT in the dispute.

At the time of the last Conference, Andrew Burr from what was then known as the DTLR and author of the Port Marine Safety Code, felt obliged to refuse an invitation to speak to the delegates. In a letter to Norman McKinney he stated that as a Civil Servant he was "required to avoid political controversy and also involvement in matters before the courts". He regretted that he was unable to attend because of the industrial action by HPL and the fact that the dispute was the subject of a court hearing. This statement, the full text of which was read out to the delegates, was generally acknowledged as understandable. In view of this impartiality statement it was all the more incredible to comprehend that in April this declared impartial branch of the civil service released a forty page document onto the DTLR website entitled "The new Humber Pilotage Service". To the stunned dismay of the UKMPA and other pilotage organisations this document represents a total endorsement of ABP's policy in replacing the pilotage service with unqualified recruits at a time when HPL were preparing to take their case before a full tribunal hearing. Reading through the

document it struck me that ABP, who could hardly contain their glee, could probably not have provided a more comprehensively biased report in their favour.

This action on behalf of a Government Department is, to the best of my knowledge, totally unprecedented, but most alarmingly it appears to have been drawn up with only one consultee, that being ABP.

The introduction states that the reason for the report is to satisfy the Department that ABP is fulfilling its statutory obligation to ensure safe navigation on the Humber and to this end they state that "Officials have therefore maintained regular contact with the authority in order to confirm assurances ... that the safe operation of Humber ports will not be affected by the dispute". The "authority" have obviously continued to "confirm their assurances" and the DfT have happily accepted those assurances and do not appear to have sought to verify these assurances by "maintaining contact" with the users of the service, the ship masters. Even more amazingly the DfT, whilst acknowledging that ABP introduced its new recruits into service before being fully trained, appears to accept ABP's reasoning that this was justifiable in order to break legal strike action. So much for being "required to avoid political controversy and also involvement in matters before the courts".

Littered with references to the "authority" providing data, formal risk assessments (secret) and other information to reassure the Department the following is a summary of its conclusions.

- The new working arrangements are not a cause for concern on safety grounds
- The harbour authority has fulfilled its duty to maintain an appropriate



Tim Hooper: Despite even the DTLR review into the Humber declaring that Humber pilots were under no obligation to train ABP's recruits, ABP are still trying to prosecute HPL member Tim Hooper for refusing to undertake such training

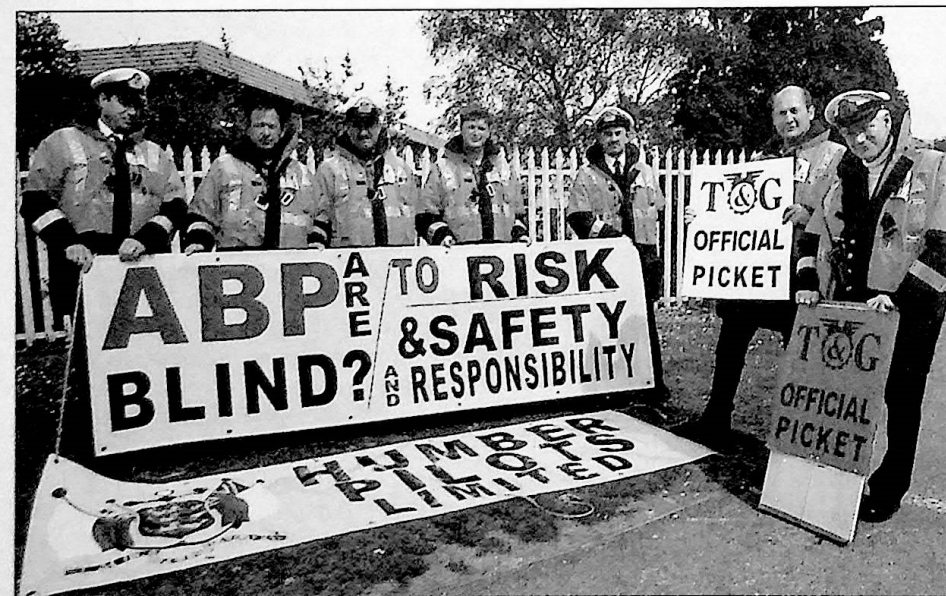
Photo: John Jones News Photography

standard for authorisation and significantly advanced the rigour of its assessment method, to a level considered to be 'best practice'

- The authority's contingency plans against expected industrial action by the authorised pilots were effective in maintaining the required standard of safety of navigation in the port
- There is no general cause for concern about the quality of the new pilotage service or the new pilots' work
- the Port Marine Safety Code was not written as a guide to handling the special situation of a withdrawal by the pilotage service provider, and some of the detail applicable in normal circumstances had to be read by the authority with that qualification - subject to which the overall requirements of the Code have been fulfilled by the systems put in place

The forty page document seeks to justify these statements with biased statements and misleading assumptions. For example, the document states that "The Department has had no complaints from shipping interests". This is not surprising since the UK DfT is not normally the conduit for a Master to make a complaint. Had the DfT taken the trouble to visit ships on the Humber to "confirm the assurances" of ABP I am sure that a totally different picture would have emerged.

As for HPL optimism was raised by the



HPL Pilots continue their fight for justice

Photo: John Jones News Photography

EU DIRECTIVE

In the January issue I announced a rare bit of good news that the EU Parliament had voted to remove pilotage from the proposed EU Directive on Market Access to Port Services. This overwhelming vote (395 to 144) by democratically elected members of the EU parliament did not conform to the ideals of the EU transport Commissioners so, in a campaign led by the Vice President of the EU Commission, Loyola de Palacio, the vote was overturned. So far as I can ascertain, the reason for this was that the Commissioners felt that if a level playing field was to be maintained then the inclusion of all aspects of the original draft was necessary. Consequently, most of the items voted out by the EU Parliament have been re-introduced for a second reading. (No, I don't understand it either but am just quoting from official reports!)

Despite overwhelming opposition from many fields within the Industry, but in particular, pilots and the UK Major Ports Group, an amended document was put before the European Council of Ministers who reached agreement on the draft Directive on the 17th June.

The Commissioners claim that the concerns of pilots have been acknowledged by the amendments included within the approved draft and whilst I have not read the complete text I understand that pilotage has been treated as a special case. In particular it has been acknowledged that "specific rules should apply to pilotage in view of the special requirements for training and qualifications that characterise it and the need to preserve high safety standards. In this context the competent authorities should be able to recognise the compulsory nature of pilotage and other technical-nautical services". This has been interpreted to mean that competent authorities may set such organisational rules for pilotage as they deem appropriate for reasons of safety and public service requirements including "where the circumstances in a port and/or its access so require, the possibility to reserve to themselves the service in question or assign it to a single provider. In particular they may require that such a

service is provided by competent persons meeting equitable and non-discriminatory conditions laid down in national law". As I understand it this basically means that a harbour authority will be permitted to have an agreement with a sole provider of a pilotage service. It will be left up to member states to decide whether it is safe to permit the liberalisation of pilotage services. My feelings are that the wording of the new draft of the Directive is so vague that there is now no overall interpretation to be common to all member states who may interpret it as they see fit! This does rather seem to defeat the principles behind the Directive.

There are also serious anomalies which have not been clarified. For example, it acknowledges that the competent authority overseeing the selection process of the service provider will, in effect, be the harbour authority. However, if that harbour authority is also the service provider such as one that employs its own pilots then the member state must appoint a "competent authority" that is not the port authority to issue and award tenders to port service providers. The nature of this outside CA is not specified. As it stands the Member State, in our case the UK Government, could in theory appoint a favoured body such as Group 4 to act as competent authority!!

At this stage I get the impression that even the experts haven't yet managed to untangle the Directive's full implications but there is still some way to go before it becomes law. The amended draft now goes back to the EU Parliament and the following timetable is proposed:

September 2002: EU Parliament second reading.

Early 2003: Greece assumes Presidency of EU, Directive to be adopted around this time.

Early 2005: EU Member States implement Directive into national legislation and its provisions take effect.

The UKMPA and EMPA will of course be making continued representations to the Parliament and the Commissioners. Pilots should also write to their MEP.

PORT SKILLS & SAFETY (PSS)

At this time the full function and remit of PSS is not fully known. The T&G (which had been represented on the Board of BPIT) has expressed strong reservations about the composition of the Board and the lack of inclusion of union representation and expertise. It is understood that some pilots who had previously been members of BPIT have been approached to join PSS. Norman McKinney advises that until the question of

representation on the Board is resolved any pilot approached should withhold their membership. PSS has adopted the BPIT website: www.bpit.co.uk

DTLR DISMANTLED

A recent Government reorganisation has dismantled the cumbersome DTLR into more manageable departments. Shipping now comes within the remit of the Department for Transport. All is revealed on its website: www.dft.gov.uk

JCB

PENSION NEWS

THE SECRETARIAT

We have appointed a new member of staff to deputise for Debbie Marten after my retirement on 1st August. Joseph McTaggart has a background in pensions documentation and, more recently, has been involved in the administration of final salary pension schemes. Joseph is also very familiar with computer systems and will be able to maintain the Pilots' National Pension Fund's website.

On the subject of IT, we now have new e-mail addresses at the Secretariat:

debbie@pnpf.co.uk
joseph@pnpf.co.uk,
secretariat@pnpf.co.uk,

The existing hotmail email addresses at the PNPf will be discontinued at the end of August

I should like to say a very big thank you to all of you who have sent cards and letters to me. I have been very touched by your kindness and I shall read all your words again, particularly on cold winter days when they will give a delightful warm glow once more. Debbie and I also very much appreciated the generous hospitality of the Liverpool & Manchester Pilots, the River Thames Pilots' Society and the Channel Pilots' Society during the past two months.

If any of you should visit Dorset, do please call in to see us. As soon as we move I shall let Debbie know and she will pass on our address and 'phone number to you; there will always be a warm welcome.

Retirements

February 2002 to April 2002

| | | |
|---------------|-----------|-----|
| ML Abson | Humber | Jan |
| D Bainbridge | SE Wales | Mar |
| BJ Brocklesby | Humber | Jan |
| RD Cockram | Liverpool | Feb |
| A Duckworth | Humber | Jan |
| DW Duncan | Tyne | Feb |
| RA Eades | Humber | Jan |
| SJ Fearnett | Humber | Jan |
| DA Griffiths | Humber | Jan |
| JA Hender | Humber | Jan |
| CJ Hunt | Humber | Jan |
| DA Hunter | Humber | Jan |
| MR Jennison | Humber | Jan |
| PR Lawrence | Humber | Jan |
| JM Lawson | Humber | Jan |
| JB Lowe | Tees | Apr |
| JG Melia | Humber | Jan |
| HM Napper | Humber | Jan |
| DJ Nesbitt | Humber | Jan |
| A Poulton | Humber | Jan |
| TH Purvis | Tyne | Mar |
| DW Raddings | Humber | Jan |
| CJ Raywood | Humber | Jan |
| C Thompson | Humber | Jan |
| GA Topp | Liverpool | Apr |
| J Walker | Humber | Jan |
| DH Williams | Liverpool | Feb |

THE TRUSTEES

As I mentioned in the last article, Dave Fortnum was one of the remaining 125 Humber pilots whose authorisations were revoked on 26th January 2002. Dave has now resigned as a trustee and his place has been taken by Richard Williamson. There are now just two alternate trustee directors representing the UKMPA but arrangements are in place for elections in the near future.

The current list of trustees are:

| | |
|--------------------|-------------|
| *Ian Cail | THPA |
| Alex MacInnes | Forth |
| *Heather McGuire | ABP London |
| Norman McKinney | Belfast |
| *Brian McShane | MHDC |
| *Sandy Morrison | Forth Ports |
| Richard Williamson | Boston |
| Joe Wilson | Tees |

* port-appointed trustees

Alex MacInnes has become Chairman and he will serve until the beginning of the first meeting to be held in 2003 when the chairmanship will pass to the port trustees.

Alternate trustees

| | |
|---------------|---------------|
| *Mike Collins | ABP S'ton |
| *David Holmes | Aberdeen HB |
| Stewart Lee | Forth |
| *Richard Pugh | Milford Haven |
| Bill Range | Southampton |
| *Peter White | Medway Ports |

HUMBER PILOTS

The majority of the Humber pilots who are eligible to take an early retirement pension from the Pilots' National Pension Fund have now done so, although six have transferred their benefits out of the Fund, upon the advice of independent financial advisers. Two others are considering doing the same and, unless they decide to take an early retirement pension before 26 July, they will become deferred pensioners at that date.

In addition, all those aged under 50 will become deferred pensioners although some might decide to transfer out of the Fund in due course - we have already supplied details to three of them. Thirteen pilots could take a refund of contributions as they had completed less than two years' service and twelve have chosen to do so.

AVC SCHEME

Equitable Life Assurance Society

In mid July Equitable Life increased the penalty for those transferring their investments out of the with-profits fund, from 14% to 20%, and plans to cut maturity values on early retirement by 10% (previously 4%).

This means of course that the Society has taken away more than it added to members' accounts by way of the Compromise Scheme.

Annual renewal

The annual renewal of the Fund's AVC Scheme takes place on 1st October and

Debbie Marten will be sending out renewal documentation, or introductory packs to new members, in early August.

If you are not already a member of the AVC Scheme and wish to join, do please write or send an e-mail to Debbie as soon as possible.

Following some teething problems with Norwich Union the administration seems to have settled down, although no provider, can match the previous excellent, prompt and accurate service provided by Equitable Life before the Society's "big bang".

PENSIONS & INCOME TAX

With the later than usual budget this year, we are still receiving tax code changes for some of you who are receiving a pension from the Fund. As I mentioned in my last article, do contact the Fund's tax office at Salford, telephone number 0161 261 3456, quoting reference 951 PI 74 which should get you straight through to the right department. The tax office, quite rightly, will not discuss anyone's personal financial details with us which means that you would need to contact them directly if you have any doubts about your tax coding.

Annual Report & Accounts

We have just sent out copies of the Fund's annual report and accounts for the year ended 31st December 2001 to all serving pilots, pensioners and participating ports. We do not send copies automatically to our widows or dependants but if you would like to receive one, do please just ask us, by letter, telephone, fax or e-mail, and we shall be very pleased to post one to you.

THE NATIONAL SCENE

Two reports have been published very recently, firstly the Sandler Report into the retail savings industry that proposes more simplification and lower charges - along the lines of stakeholder pensions. Second, hot off the press on 11 July, was the report commissioned by the government and prepared by Alan Pickering, former chairman of the National Association of Pension Funds and head of the Electrical Electronic Telecommunications and Plumbing Union (EETPU) for 20 years before joining Watson Wyatt in 1992. Alan has suggested that the government should not become involved in occupational pensions, but should leave employers to design schemes in conjunction with their employees. Further news to follow.

I shall now hand over to Debbie who will keep you up to date from now on. I send my sincere wishes to you all for your future health and prosperity.

Jan Lemon

'The End of a Pilotage Era'

The 1st of August 2002 will see the end of an era in the annals of pilotage history. Such is not, I am sure, too extravagant a phrase to describe the retirement of Mrs Jan Lemon as Secretary of the Pilots' National Pension Fund (PNPF).

Jan joined the PNPf staff as Secretary in 1982 having previously been with the Calor Group. At that time, as many of you will recall, the Chairman was Manchester pilot Harry Frith.

Much has changed in the PNPf since Jan became Secretary. Back in 1982 the Fund was jointly administered by trustees from the General Council of British Shipping and the pilotage authorities. Trinity House was the largest pilotage authority in the country. There were 1385 serving pilot members in the Fund. The Fund had a value, of what now seems the quite modest amount of £51 million. This was nevertheless a quite impressive amount after just 10 years of existence of the PNPf. 1982 was also the year that the PNPf moved to share the same building as, that now almost forgotten body, the Pilotage Commission. Back then, in the 1980's, the UK pension world was developing apace, and the PNPf was growing steadily in importance to pilots year by year.

Jan has safely seen the Fund through the past twenty years of change, which now sees the Fund jointly and very harmoniously administered by port and pilot trustees. The Fund now has a much greater value of about £350 million. Jan has had to manage the change from high active membership and small pensioner numbers, to a low active membership with high pensioner numbers. There are now only about 300 serving pilots, with some 960 pilot and 480 widow pensioners. It is largely due to Jan's sterling administrative work that the complex task of ensuring that pensions always arrive correctly calculated without fail month in month out. Not forgetting as well; all of Jan's considerable work supporting the trustees, and ensuring that the complicated pensions legislation, which necessarily surrounds all pensions today, is properly complied with.

It was a very proud moment for the trustees of the Fund when in 1997, under Jan's leadership of the administration; the PNPf was awarded the "Pensions Management Industry-Wide Pension Scheme of the Year Award". This was a very fine achievement, and recognition of the extremely high standards that Jan has exemplified in all her work.

In recent years we have all become used to the fact that the PNPf office is now in Southampton Row, and that administration consists of just two full



time and one part time member of staff. This is a laudable consequence of Jan's introduction of innovative and more efficient administration procedures over the years. The introduction of sophisticated computer systems for all members' records and pension's payments is but one example. For the past thirteen years Jan has been most ably assisted in making these changes by her colleague and good friend, Debbie Marten, who will take over as Secretary to the Fund in August.

During these past twenty years Jan has seen many trustees come and go and without fail they have all expressed their admiration for Jan's consummate professionalism. Just as importantly, in addition to that professionalism, one can add; a charming friendliness, and a caring sensitive assistance to all members at all times and in all circumstances. This has been especially obvious to relatives on the many occasions, which are naturally to be expected in a pension fund, when a member or widow has died. Her sensitivity on these occasions has always been appreciated but not often publicly acknowledged. Of course, there have also been the very many happier occasions where Jan has helped tremendously as pilots approach retirement. On these occasions guidance on pension matters has been vital to a successful and contented transition from work to retirement. So I know that I can say without fear of contradiction; on behalf of trustees, pilots, retired pilots and widows, past and present; a really big thank you to Jan for all she has done on our behalf, we very much appreciate it.

So as Jan leaves her pilot friends, for that is what we are, I am sure it will be tinged with sadness that the active membership

today is considerably reduced in number and that the Fund has presently to face the very difficult challenges of the present investment climate. But, Jan can go off happily into retirement knowing that through her twenty years of service to the Fund she has ensured that the PNPf's administration can withstand change now, and in the future. We wish her and her husband John, an extremely long, happy, contented and healthy retirement.

Finally on a personal note, having worked very closely with Jan over the past ten years, latterly as Chairman, I would like to add my heartfelt thanks to her for her assistance to me and for her professional dedication to our pension fund. We will all miss her, but Jan's legacy that she can take great pride in is that we, the members and widows, will continue to benefit long into the future from her twenty years of commitment to the Fund's administration as Secretary of the PNPf.

Geoff Topp
Former PNPf Chairman

FOR THE ATTENTION OF PNPf MEMBERS

With Jan Lemon's retirement due on 1st August the PNCP, at their meeting of 20th May, decided to make a presentation to her out of part of the balance that remains from the old committee as a gesture of thanks for her 20 years of service to pilots as Secretary of the PNPf and for her uncomplaining attendance at our meetings.

Some retired pilots have suggested that they would like to contribute towards a present and it would seem sensible to pool our contributions in order to provide something less likely to disappear into the back of the cupboard!

I am prepared to accept cheques made payable to the PNCP at my home address:

7, Portlight Close
Mistly, Manningtree
Essex CO11 1UD

Alternatively cheques could be sent to the UKMPA with a note declaring their purpose. I would suggest a closing date of 1st September with the intention of making a presentation at some suitable venue at a later date

Mike Kitchen. Chairman PNCP

JODY F MILLENNIUM

Amongst all the news reports and other snippets of information that come through the post or via the Internet there is occasionally something that strikes me as significant which may have implications that the main maritime journals have not fully recognised.

The last time that this happened was with the Erika disaster which was initially reported as just another ship foundering. Your amateur editor wrote a letter to Fairplay suggesting that there were two aspects of the disaster that set this disaster apart from others. Firstly, the Master had sought a port of refuge which had been refused and secondly the French (who could teach us a thing or two about how to get Government to listen to the people who elected them!) launched an immediate attack, not on the owners, but on the French charterers of the ship Total Fina! I must admit that even I have been surprised at the impact that Erika has had on tanker operations!

It was back in February that initial reports of a grounding in New Zealand set my antennae twitching at another potentially significant incident.

The Jody F Millennium (LOA: 160m DWT 25,399) was berthed in the port of Gisborne on the east coast of the north island of New Zealand when a storm on February 6th caused heavy swells to enter the harbour and with the some moorings parting the decision was made to unberth the ship at 2200 and despatch it to sea. The vessel got into difficulties leaving the port and was driven ashore onto the holiday beach of Poverty Bay.

The subsequent salvage operation took nearly two weeks during which time the beach was closed and fishing was banned. Some pollution resulted from a ruptured fuel tank and the NZ MSA were faced with a further problem of what to do with the vessel once it had been refloated. With no dry dock in New Zealand large enough to take the ship it would have to be patched up sufficiently securely to withstand an ocean tow. The vessel was successfully refloated on 20th February and was towed to the Northern port of Tauranga where she arrived on 2nd March. The



cargo was discharged and preparations for an anticipated 40 day tow to Asia were undertaken. The Jody left Tauranga on 19th March. I have no further information on the ship after this date.

My interest was in who might have been responsible for the decision to despatch the ship and whether or not a pilot had been on board. This interest was enhanced by conflicting reports indicating a "merry-go-round" of blame between owners, master, pilot and the harbour master! One could almost hear the antipodean lawyers rubbing their hands with glee!

As a volunteer editor, the Internet is a very valuable resource but whilst the salvage and clean-up operations were well documented there was very little information about the actual grounding. It was at this point that I received a letter from retired Great Yarmouth pilot Alan Osgood who is one of my valued regular contributors. His letter enclosed several cuttings from the NZ press which had been sent to him by another retired Great Yarmouth pilot Chris French and which he had thoughtfully forwarded on to me. These cuttings made fascinating reading and confirmed my feelings that this incident could well become important in defining responsibilities for vessels moored in a port.

The following is my own analysis of the events leading up to the grounding pieced together from the various sources.

The ship: JODY F MILLENNIUM bulk/timber carrier, constructed: 2000, registered: Panama, owner: Soki Kisen - Japan, DWT: 25339, LOA: 160m

The port and berth: Port Gisborne is situated on the NE coast of North Island of New Zealand and so far as I can ascertain is a private port. It would appear that the berth where the Jody F Millennium was discharging had given cause for concern in the past. A previous pilot/harbour master, appropriately named Captain Cook, with over 30 years experience of the port had, following a previous break out of a ship in 2001, written to the Port Gisborne chairman, Mr. Clarke, expressing concern over the berth. He had offered to assist in finding a solution and his letter had warned that "sooner or later some ship will break loose and serious damage could be done". Port Gisborne never replied to that letter but dismissed concerns by maintaining that the conditions on the night of the grounding had been exceptional and therefore outside Captain Cook's expertise! I understand that Captain Cook had fallen out with Port Gisborne in 1998 over a letter that he had written to the press criticising changes to the port company's structure and had been dismissed. However he had subsequently won considerable compensation for wrongful dismissal.

The departure: On February 6th 2002 the vessel was alongside in Port Gisborne and had commenced discharging a full cargo of logs. A storm had created heavy swells within the port and moorings were starting to part. At around 2200, two hours after

low water, the decision was made to sail the vessel. In normal circumstances this would appear to be a sensible decision but with 6.5m swells in the 10.5m approach channel it should have been fairly obvious that the UKC of the Jody F Millennium would be compromised since the ship would start to pitch heavily! Port Gisborne originally claimed that the decision to depart was made by the pilot and master. The owners claimed that the Master could have re-secured the vessel to ensure a safe berth but stated that the Harbour Master had ordered him to leave. The Master had to obey this direction but was not advised that there would be insufficient water in the channel. The pilot took the ship off the berth but, because of the conditions, left the vessel at the breakwater, leaving the Master to navigate the approach channel alone. However the pilot maintained radio contact to offer advice (he had obviously not read the Albatros report!) to the ship.

A press report from a "Master Mariner, a pilot with more than thirty years experience" stated that:

- Leaving port in swells over 6 metres after a low tide meant that the ship would have bounced along the bottom.
- The ship should have dropped anchor and backed up to an adjacent mooring which would better withstand the movement of ships in a swell
- The rudders would have damaged by the bouncing
- The pilot should have remained on board.

This same expert suggested that questions needed to be asked as to:



- Whether Port Gisborne had provided adequate moorings
- Whether the ship should have attempted to depart into a channel where it was impossible to navigate
- Whether or not the vessel should have left earlier to avoid the storm

The pilot: It appears that the pilot involved had been the subject of considerable controversy. In a foretaste of what may arise here if the EU directive is implemented the pilot was employed by Adsteam NZ who were contracted to provide towage and pilotage services to Port Gisborne. At the time of the pilot's appointment in 1998 the NZMPA had lodged a complaint with the NZ MSA because the statutory requirements for a pilot's examination had not been followed. The procedures required that pilot examiners had to have received approval from the MSA. This was not done and the NZMPA claimed that the examination which had been held over a weekend using Adsteam's Chief Executive and a retired, part time, pilot failed to meet the statutory requirements. The NZ MSA had responded by expressing dismay to Port Gisborne and Port Gisborne District Council at "their clear non-compliance" and concern at the "manner in which the affairs of the Port of Gisborne are conducted and the apparent flouting of statutory regulations". Despite this the MSA had decided that the process in general met the rules for selection (*sounds familiar*) and therefore they did not request a re-examination!

The pilot concerned had previously been involved in a collision. The enquiry into that incident revealed that the pilot had written

to his manager shortly before the collision complaining that he had not had a day off duty in over one year. Fatigue was considered to have been a contributory factor to the collision. I have been unable to find out whether or not his roster improved after the hearing!

Adsteam: Adsteam's role is also of interest. As the employer of the pilot they could face a claim from the ship's insurers should the pilot's actions be found to have been at fault. However, Adsteam were also in charge of the salvage and will therefore be entitled to make a salvage claim against the ship's insurers!

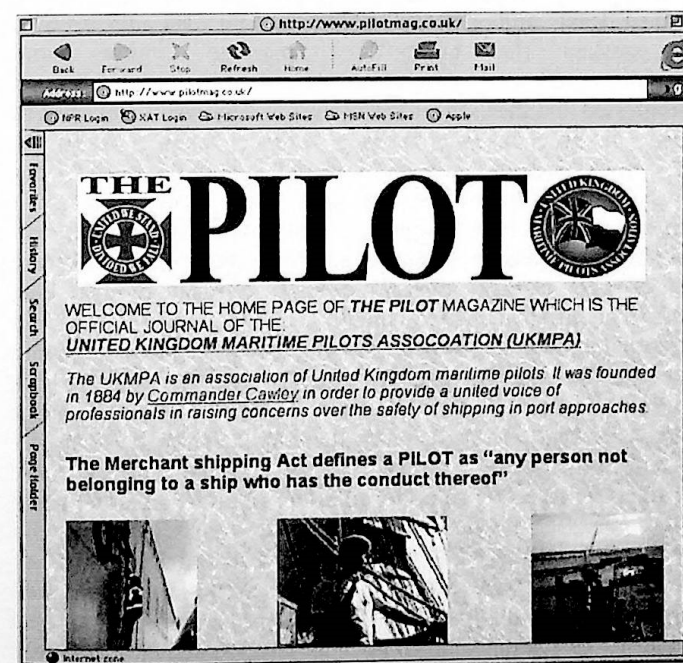
In my opinion almost every single aspect of this case is of relevance and the official report should make very interesting reading. However, there are so many conflicts of interest and vested interests that I have my suspicions that the final report will be watered down into a white wash. Exceptional weather will be blamed and no one will be held responsible. I await to be proved wrong!

The above article has been culled from many different sources and therefore probably contains some inaccuracies. I would be very interested to receive comments/ corrections for inclusion in the October issue.

My thanks to Alan Osgood and Chris French.

All photographs from the NZ MSA website. Photographer not known.

JCB



PILOT MAGAZINE WEBSITE

The pilot magazine now has its own website at:
www.pilotmag.co.uk

This is being managed by me and is updated in my spare time. Currently there are editorials, features, articles of interest etc. from recent issues. As time permits I plan to add the complete port features which were run in the magazine between 1988 and 1999.

One of the most frustrating factors of "surfing the web" is pages which do not get updated frequently and I have addressed this factor by including a "page updated" date on the homepage and will shortly add a "what's new" page. This should save you wasting time.

As an amateur "web" person I welcome any comments to improve the site. In particular please let me know if you find any interesting websites that you think are worthy of a link.

You can email me directly from the site and whilst my existing address of john@pilotmag.fsnet.co.uk is still operational all my email is now being directed through my new address at: john@pilotmag.co.uk

Shortly before he died, John Tebay sent me the following account of the pilotage regime on the Mersey at the time of the 1987 Pilotage Act. Written in 1992 it provides a unique insight into the events leading up to the changeover and brings to life the enormous upheavals endured by both the service and individuals. What cannot be truly conveyed is the personal trauma that John must have suffered as Chairman of the Liverpool Pilots' Association in overseeing the service cut by half and those pilots remaining being taken into employment or "bondage" as some subsequently described it! A thankless task indeed. Despite this, being aware that these monumental changes marked the passing of an era and were of historical significance, John had the foresight to record all the events and names and also helped to organise a service of thanksgiving and a "grand dinner and dance". To the best of my knowledge no other pilotage district made such a record and the story therefore provides a fitting tribute to John Tebay, pilot and historian.

JCB

"THE LAST MUSTER" 30th September 1988

Foreword

To understand the changes brought to pilotage throughout the UK by the Pilotage Act 1987 it is first necessary to recognise that this was not just to be another amending Act that varied previous legislation nationally and locally, but a sweeping away of so much that Liverpool pilots had lived by for 222 years. Therefore the purpose of this Note is so that when in future years pilots ask "why?" they may understand the magnitude of the changes, the reasons for them, and the effect it had on Liverpool pilots and pilotage.

The ultimate expression of pride that the pilots had for all the past history of the Service and their hopes for the future culminated in the "222" celebrations – the "Last Muster" and the Service of Thanksgiving at St Nicholas' Church.

Even now in 1992 it is too early to say whether pilotage, nationally and locally, has gained or lost under the overall conditions of the '87 Act. All that one can comment is that, at the time, big changes were needed and that was what we got.

Background

The first Liverpool Pilotage Act of 1766 which regularised pilotage within the Port established a number of principles the nature of which remained largely unchanged except in detail until 1988. The charging of the first Pilotage Commissioners with the "proper regulation of pilotage within the said Port" is much the same as the "good government of pilotage" imposed on later Pilotage Committees. The laying down of rates for pilotage based on draught and distance, the pilotage district, the disciplinary and regulatory powers of the Pilotage Committee, and the acceptance that pilots would remain self-employed sharesmen remained changed only by the letter but not in the spirit for 222 years. The radical changes required by the Act, which would encompass all UK pilots, brought to an end over a decade of negotiations carried on locally, and nationally, through Government appointed committees and eventually the House of Commons and the House of Lords. The need for the eventual legislation had many established causes which defy description in detail here, as do

the endless debates that they occasioned, sufficient to say that the two most prominent features were a), on-going pressure being brought to bear on HM Government by ship owners, port users, and some ports to revise largely outdated national and local legislation and practices and b), the need to produce and fund a scheme, acceptable to all, to reduce pilot numbers caused by both the proposed changes envisaged under a) above, plus the already accepted overmanning existing in some districts. The approximate national shrinkage was perceived to be in the order of 30% of the national workforce. The thornier aspect of the latter was as that pilots had been licensed in numbers to fulfil existing statutory legal requirements and were self employed, by what means and by whom could they be compensated if changing regulations reduced the need for their services?

The words "fair treatment for pilots" loomed large in Parliament but some pilots would question that this was to be eventually practiced. Similarly pilots fought hard against what they saw as a potential falling of safety standards in UK pilotage.

Whilst these arguments, and many others, were to reach a crescendo in the mid '80s, Liverpool had seen decreasing ship numbers to the port from the 1960s onwards. At first improved leave and working arrangements masked the immediate effect but these alone could not suffice, and as the years progressed and the downward path continued the problem was gradually to become intractable. At first natural wastage was applied by slowing and then not licensing apprentices at all when working pilots either retired or died in service. No licenses were made between 1979 and 1992. The gradual replacement of the sea-going Pilot Cutters by launches was completed in 1981, and with the sale of the last traditional training ground for Liverpool apprentices went the apprenticeship system itself. Remaining boathands were left to follow their careers elsewhere.

Over a period of nearly two decades the number of services rendered by Liverpool pilots continued to drop slowly but inexorably and methods had to be found

for them to protect their level of earnings as self-employed sharesmen. A one-off redundancy scheme was introduced for a small number of senior pilots in 1981, pilots were released for limited periods to take up vacancies in West Africa and the Middle East, and pilots were recruited into the MDHC Port Radar VHF system. Effective as these were as short-term palliatives the main long-term problems were still unanswered, and with Liverpool being one of the most overmanned UK Districts this gave rise to continuing concern amongst the working pilots. Eventually in 1987 and having heard endless representations from all interested parties throughout the UK, HM Government laid before Parliament the Act which was to supersede all previous legislation and replace it with some radical new thinking. The Gordian Knot had finally been cut.

Despite subsequent consultations involving pilot organisations leading to fine tuning on passage through the House the substance of the proposals were nevertheless to remain, and one of the most contentious of these concerned the future status of pilots. It was intended that pilots should cease to be self-employed and become employees of their "Competent Harbour Authority" (in practice usually the local Harbour Authority) and that these CHAs would set their own compulsory pilotage regimes and parameters. At a time when most UK ports were themselves in depression and often in competition with one another for trade, the pilots feared, not unreasonably, that safety would take second place to economies, and that pilots professional independence might also be forfeit. Where a CHA did not wish to employ the pilots, then, should the pilots agree, they would remain self-employed persons contracting to provide a service. The Mersey Docks Company made clear at the outset that it was their intention to employ pilots as part of their port services and therefore there was no question of this alternative being offered. Indeed there were some pilots who felt that after years of insecurity of earnings, the employed status could well provide better safeguards. To others it was a high price to pay as it was intimated that

the Company's new pilotage regulations would considerably ease the current compulsory pilotage requirements and need substantially fewer pilots than initially anticipated. Under the terms of a new national agreement pilots surplus to requirements or wishing to retire early (with the acceptance of their Authority) would receive a modest lump sum and enhanced pension terms.

After negotiations between the pilots' representatives and the Dock Company, it was agreed that of the current 123 pilots some 66, all of whom had to be under 55 years of age, would be employed. All pilots over that age would be expected to take early retirement under voluntary severance terms and, additionally to help achieve the reduction, younger pilots would be encouraged and assisted to transfer to those ports where vacancies would now occur. Thus the target figure was reached by truncating both ends of the Service. Early retirement was not welcomed by some, and for the younger men the decision to transfer loyalties to another District was seldom easy. True, they would be transferring to more financially buoyant areas, but long-held associations and friendships die hard. One early ameliorating factor here was the encouragement given to them by Hull pilots as their own older pilots availed themselves of the early severance terms. The warmth of welcome afforded those first Liverpool transferees did much to persuade their contemporaries to "bite the bullet" and follow on. Southampton and, later on, London were to follow suit in similarly taking not only licensed Liverpool pilots but also many of the ex-apprentices who had achieved sea-going qualifications up to Grade 1 in the meanwhile. It has to be recorded here that wherever Liverpool men did take up

pilotage appointments, they were not only well-met but highly regarded professionally.

However, the potential departure from the local scene of all the senior end and much of the junior one did engender to the Service a sense of loss. Things were going to be different.

In addition to the loss of shipmates there would also be a loss of long-held traditions. The new Act displaced the Pilotage Committee, a feature since 1766, and on which, with the Selection and Examination Committees, pilots had been full members since 1869. The contribution of the pilot representatives to the management of pilotage over the years had, to some extent, given the pilots a feeling of being principals in their own business and a particular sense of identity within the Port. The representatives themselves were elected annually by the pilots and were advised of the views of the Service at monthly meetings of the Liverpool Pilots Association – itself over 100 years old in 1988 – but with these new developments representation would have to be through the more customary employer/employee Union channels. Whilst some would lament the loss of this particular relationship with the Authority, others would argue that representation through the "big battalions" would be more effective.

The 222 Events

With half the Liverpool Pilot Service to depart the scene by the 1st October 1986, and an as yet unproven status for those remaining, the virtual discontinuance of the Liverpool Pilot Service as had been known for 222 years, could not be allowed to pass unmarked. Far from it!

The Liverpool Pilots' Association unanimously agreed that on the eve of the

coming into force of the new regulations, there would be a Grand Dinner and Dance at the expense of the Association and to which all pilots, retired pilots, wives, widows, and ex-apprentices would be invited. No pilotage services would be available that evening.

The following Sunday there would be held a Service of Thanksgiving at St Nicholas Church, the Parish Church of Liverpool, traditionally regarded as the "Sailors Church". The venue for the first function was to be the suitably historic background of the recently refurbished Albert Dock and there would be no guests, just the "family" of pilots. The premier Liverpool City caterers would be employed.

It proved to be a memorable evening. Every pilot was photographed for the montage, and apart from the food and festivities there were speeches and poems composed for the occasion and when, on the stroke of midnight, sixteen bells were struck on the old Muster Room bell and a candle-lit cake in the shape of an old sea-going cutter was piped in by a lone (pilot) piper, there were not a few misty eyes around the tables. A new era had begun.

The Service on the following Sunday included families and invited guests from the Merseyside maritime world. The Church was filled to capacity.

Note. The montage of the "Last Muster" was not to be completed until a photograph of every working and retired pilot had been received.

PJH Tebay

Chairman LPA '83 - '88

Chairman Retired Division '86 - '02

Philip John Holt Tebay's obituary appears on page 12

RE-LOCATED LIVERPOOL PILOTS DECEMBER 1992

| | |
|--|---|
| Humber Michael Dickinson Alan Duckworth Raymond Eades Simon Fearnett John Hender Charles MacKenzie David FS Williams | Hovercraft Pilot UK & Overseas John Armstrong |
| Haven Ports (Harwich, Felixstowe, Ipswich, Mistley, Parkeston Quay) Martin Molyneux | Southampton Peter Ridgway Bruce Fulton William Range David Robinson LR Smart Michael Smart |
| Saudi Arabia (Jeddah) Alan Lang | Liverpool VTS Alan Dixon Peter James Eric Milford John Woodfine Michael Wright Donald Twells |
| Pilot Manager Liverpool Robert Glover 1988-1991 | |

FORMER LIVERPOOL PILOT APPRENTICES WORKING AS PILOTS - LOCATIONS 1992

| | |
|---|---|
| Liverpool Mike Pengelly Steve Watson Howard Tebay | Humber Andrew Swift Tim Edwards Mark Fleming Steve Hardcastle Tim Nuttal Martin James Mark Bray |
| London Steve Elias David Lloyd Mark Owen | Boston Keith Cederholm Richard Williamson |
| Southampton Garry Rees David James | New Zealand Ian Niblock |
| Holyhead Adrian Herbert | Whitstable John Clayton (Harbourmaster) |
| Falmouth Philip Bush | |

PILOT TRAINING

As my editorial emphasises, the subject of pilot training needs to be brought to the top of the agenda in all ports. New thought needs to be introduced to avoid a crisis and I believe that the way forward will have to be by ports training up pilot apprentices. This is not actually a new concept since in many ports pilot apprentices were common, the only difference being that the pilots were responsible for training rather than the ports. Retired Bristol pilot Paul Gibbard recently sent me an account of pilot training in the 1950s and the following is an extract from his reminiscences.

I read with concern suggestions that some pilots are not being adequately trained.

I'm retired now, and look back on my piloting career with great pleasure. I was so lucky. Lucky in that I don't remember any major disasters, lucky in the training I was given, training that had been proven in the past, seen to be adequate, and always a gentle progression.

People suggested that I had a difficult job. Those tides, the wind, the dark and rough seas, the foreign language, the sand and mud banks. I responded that I had "sort of" grown up into it and that it all seemed quite natural to me.

I wasn't related to pilotage but I'd always been interested in boats and in 1953, aged 16, I joined the Bristol pilot cutter as a "probationer". After three months I decided to sign indentures for five years. The cutter which was called the W A Massey had been built in 1895 and was fitted with a coal fired steam engine! The ships at that time were the same, prototypes of a bygone age. Prize ships and pre war vessels vying with the new Dutch coasters that would eventually run the British coastal trade into the ground.

In my first year I learned the way of the channel and my fellows. I peeled potatoes and shoveled coal, hauled and dumped coal by hand. I could polish brass, clean windows, paint, varnish and drive the anchor winch. I also learned about mooring, anchoring and all aspects of small boat handling.

Over the next four years, with exams each year on the pilotage area, I learnt about my chosen district. My greatest experience was being cox'n of the Sally Organ (all 30 feet of her!), the launch on the Eastern station and my responsibility was to pick up, board and clear pilots. All in and around the port approaches, daylight or dark, calm or storm, ebb and flood, I drove the boat and the only means of communication was an Aldis lamp.

Apprenticeship over, I went deep sea as an uncertificated junior officer, learning and enjoying the life, eventually obtaining my 1st Mate's Certificate. Our service did not require a Master's since the ticket didn't make the pilot. So now I did about two months of passages with the pilots. I was in my element. One further examination on the district just learning charts, soundings, lights and buoys, mud and sand banks, procedures, times and tides. In my district we didn't say a man had been licensed - we said he had been made. I was 'made' on October 18th 1962, almost 9 years after starting on the cutter.

There followed three and a half years of annual examinations and gradual increases in tonnage up to the largest ships.

So that was the way we trained in the Bristol service. It is hard to imagine a safer or kinder way to do it. I did 32 years.

The final training detailed above is still fairly standard for all the major ports (except ABP Humber!). However the problem is the sheer numbers required, the obtaining of sea time, but most importantly a commitment to training. These problems are not insurmountable but require immediate action. BPIT would have been the natural body to develop a comprehensive training program (with funding possibly coming from the ports, government grants, tax breaks and subsidies etc.) and Bob Jones appeared to have a genuine comprehension of the urgency of the issue. Unfortunately now that BPIT has been disbanded the impetus has been lost. The BPIT replacement, Port



Paul Gibbard about to embark on the W A Massey and a career in pilotage.

Skills and Safety's website currently makes no mention of pilots at all so the matter is not currently being addressed. PSS needs to urgently work with the UKMPA to regain the momentum lost by this inexplicable restructuring of the UK's port training body. Regrettably the current composition of the PSS board does not inspire confidence in its commitment to either comprehensive training into Port Skills or to Safety!

I hope, for the future safety of shipping in UK ports, that I am proven wrong!!

JCB

Guide to Good Practice : Confidential reports

Following concerns over Section 8.3.31 of the Guide to good Practice, Fergus Whitty has made the following observations:

Section 8.3.31 states that a Confidential Report can be drawn up concerning the performance of an authorised Pilot. It goes on to state: "Such provision must, however, be coupled with an equitable investigation procedure".

If a Master's report results in disciplinary action against a member employed as a pilot then the law is helpful in this respect. In the case "Louies v Coventry Hood and Seating Co.", 1990 IRLR 324, the Employment Appeal Tribunal stated: "If, in the course of an investigation into a disciplinary matter the employer relies almost entirely upon written statements of witnesses, then such statements should be made available to the employee, or at least the employee should be told clearly what is in them."

In the case "Linford Cash and Carry v Thompson", 1989 IRLR 235, it was stated: "If the identity of the witness should be concealed from the employee for whatever justifiable reason, then the witness statement should be released to the Union Representative".

I consider, in the circumstances, that a report of a Master, if it results in disciplinary action against our members employed as Pilots, should be released either to the Pilot concerned or to the Union Representative. Case law will support such a conclusion.

LETTERS

Re: Parliamentary Maritime Group, Humber Dispute

Thank you for your report of the meeting on 27 February ("The Pilot", April 2002). Few people would disagree with the view that the 1987 Pilotage Act is fundamentally flawed by its many ambiguities. However, it does seem that your report to the effect that the Act empowers a CHA in a major port to disqualify its entire pilotage service in a contractual dispute is not entirely accurate. At best, such a view arises on a selective reading of the Act rather than on a view of the Act as a whole.

Although the Act clearly empowers a CHA to disqualify pilots in certain circumstances, it is written in terms which provide that disqualification in a case where a pilot dissents from the arrangements accepted by the majority. Nowhere does the Act provide (either expressly or by implication) that a CHA may dispose of its entire experienced

service, en-masse, whenever contractual terms are in dispute. It cannot be supposed that Parliament intended or contemplated that such a thing might ever happen, as such mass-disqualification would obviously be irrational. As a matter of scale, the irrationality would be so much the worse in any major port where the volume of traffic (and therefore the safety risks) are so much the greater. It is a well-established matter of law that any public authority must conduct its affairs rationally; otherwise its decisions are unlawful and cannot be enforced.

It appears quite clear that, far from any provision of the Pilotage Act, the only thing which has given any legitimacy to AIBP's action in replacing its experienced service with an inexperienced service is the decision of the experienced men to decline to practise their own profession. The present circumstances have created such wide-spread damage throughout the pilotage world (not least, to the Pilots' National Pension Fund) that the question may properly be asked:- Who on earth advised HPL to go on strike? May we please be told?

Barrie Youde

MCA

There have been three recent Marine guidance Notes and one Marine Information Note issued by the MCA which are of relevance to pilots:

MGN 118: This gives the results of a research project into fast ferry wash characteristics.

MGN 119: Dangers of Interaction.

MGN 201: Manoeuvring Information on board ships

MGN 202: Navigation in fog

The above notices have been forwarded by the UKMPA to the local secretaries and should be read by all pilots.

MGNs can be found hidden away on the MCA website at: www.mca.gov.uk/mgn/
MCA homepage: www.mca.gov.uk

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.

115th UKMPA ANNUAL CONFERENCE 2002

21st - 22nd November

Conference 2002 will be held at the Orwell Hotel, Felixstowe and will be hosted by the Haven Ports Pilots.

It is intended that a dinner dance be held on the evening of the 21st with possibly a curry supper on the evening of the 20th (to be confirmed).

There will be golf facilities on the afternoon prior to conference. For the non golfers there will be a visit to the Trinity House Operations Centre at Harwich (all lighthouses and lightvessels are controlled and monitored from the operations room).

There will be a ladies programme on both days, details to be confirmed later through district secretaries

Initial Contact:

A C Adams

Tel 01255 554582

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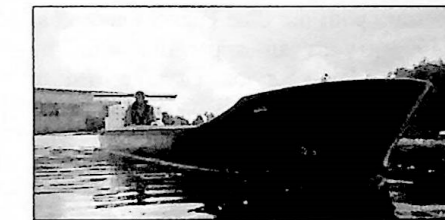
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OBITUARIES

Philip John Holt Tebay



It will be of no surprise to find so many people in the maritime world saddened to learn of John's death.

John was the son of a pilot lost in the 1939 Liverpool Pilot Boat Disaster and the father of a serving Liverpool Pilot. He could have no better credentials for being a fervent supporter of pilots and their profession.

An inherent academic ability was developed at Wallasey Grammar School after which there followed a period of cadetship with the Blue Funnel line and in 1946 entry as an apprentice into the Liverpool Pilot Service. First licensed in 1952 and as a first class pilot in 1956, he was an able and competent pilot who enjoyed his work. In later years he was an appropriated pilot to Esso Tankers Ltd, and looked back in pride to when he piloted the Royal Yacht on its visit to Liverpool.

John was a prolific writer on anything that warranted an expression of thought concerning marine matters.

The strength of his convictions led him to participate actively in Pilots' local, national and international organisations. Technical committees were his particular forte. He served on local pilotage committees before becoming a founder member of the Technical Committee of The Marine Pilot Branch (TGWU) in 1965. From here it was a natural step to serve also on both the European and International Pilot Associations' Technical Committees and in 1981 he was elected Chairman of the UKPA Technical Committee. He brought an academic and research ability to this subject. A founder member of the Nautical Institute, John was appointed as a Fellow in 1977. In 1983 the Liverpool Pilots' Association elected him as their Chairman. In addition to the above, during the period from 1973 -1993, he represented the

Marine Pilot Branch and later the Nautical Institute on the Department of Trade Safety of Navigation committee.

John retired from the Liverpool Pilot Service with many of his colleagues in the Severance Scheme of 1988. With hardly a pause, he became Chairman of Liverpool Pilots Association (retired). In 1989 he was elected Honorary Secretary of The Liverpool Nautical Research Society, a post he served diligently. Within the LNRS John compiled a record of all Liverpool licensed pilots, going back to before the first Pilot Act 1776. A work of some scholarship. John was an active member of the Merseyside Master Mariners Association and was extremely proud to be the first Liverpool pilot to be elected as their President in 2000. By any measure his was a remarkable service to, and for, his fellow pilots. He was also a member of a local Probus group and fully participated in their activities.

John was always a sociable and friendly person who greatly enjoyed the company of family and friends.

It is to his wife June, his sons, Howard and Nigel, step-children and grandchildren to whom we offer our deepest sympathy.

I am grateful for the opportunity to be able to record the richness of a life which has fulfilled so much of its potential.

NBO

Donald White

Last year in August we on the Forth lost a well-established pilot, DC White. Donald served as a Pilot for almost 28 years, after his spell at sea throughout the war and a few years afterwards. Starting off as an apprentice with Harrison of Liverpool, then gaining all his tickets at Glasgow Nautical School. A short time was spent during the war years on the water boat in Freetown from which he had many stories to tell. He ultimately finished up, after getting married, with JT Salvasons of Grangemouth sailing on the Baltic trade to and from Grangemouth, prior to becoming the last Pilot to operate the Port of Bo'ness, which just prior to the port closing was worked from Grangemouth.

Donald was a country boy at heart, being born and brought up in Comrie, a small Perthshire community, where his father was an estate manager. Due to this upbringing his garden was always a joy to see and it was immaculate, the lawns would put many golf greens to shame, but at the same time he was not averse to cutting a hole in the middle so that he and his grandsons could practice putting.

Golf was his other enjoyment and played until his legs could no longer stand the pace, but for many years he was part of the Forth Pilots contingent to the National Golf

outings, from the very onset of these outings, and a great supporter and an organizer of the Forth Pilots' own outings and prize giving dances.

Five years ago Donlad's wife, Christine, developed Parkinson's disease and this was quite a strain on him, as he too was having trouble with his legs and unable to walk any great distance. He is missed by very many friends and neighbours, not the least by his grandchildren of which he had seven and one of them has written the following "Epitaph", which says it all. Sadly missed.

Fred Parks, Retd. Forth Pilot

GRANDPA

Etiquette, Kindliness and Discipline are the fundamentals in making a gentleman, you undoubtedly possessed in abundance of all three.

The many informative walks in the glen, the many talks in the garden, the many enjoyable games of golf, are only a fraction of the everlasting memories we are now blessed with.

Your nautical intelligence and maritime achievements not only gave your crew confidence in you, but also in turn provided the bearings and navigation in our lives.

The utmost respect and complete admiration is held by us all for your loving supportiveness, sheer determination and sincere devotion to Grandma.

Privileged we were to have such a good man as our Grandpa. Now you must rest.

Loved and missed tremendously, Stuart, Paul and Jamie.

Walter Dawson



Walter Dawson was born in Sunderland, County Durham, into a seafaring family. His father, Captain W Dawson CBE, served with Shaw Saville and Albion.

Moving to Chadwell Heath in Essex in the late twenties he was educated at Clarks College where he became captain of his college. In 1935 Walter went to sea and finished his time as a deck cadet, also with

the Shaw Saville and Albion lines. By 1940 he had gained his Navigation qualifications.

With the beginning of the Second World War he was already in the thick of things. One example was when he was caught up in the great air raid of September 7th 1940 in the London Docks.

Walter's war service continued mainly being involved with convoys carrying Armoured Divisions to Egypt and North Africa.

In 1941 Walter's ship was dive-bombed in the North Sea by a Luftwaffe JU87 (Stuka), setting the ship on fire. The order was given to abandon ship. After being picked up and returned to dry land, Walter was off again on convoy duties. This took him all over the world including South Africa, America and the Far East. He had, incidentally, many near misses with the Japanese.

Walter married Beryl in 1942 and they moved to Hornchurch in Essex.

Walter's war service continued until VE Day, after which he continued his service with the Merchant Navy.

In 1946 after the sad loss of father, he and the family moved to Gravesend and the surrounding areas. Walter settled down with his wife after leaving the service in the late forties and moved to Shorne, and commenced a new career as a Trinity House pilot at Gravesend which lasted over thirty years until his retirement in 1989.

Walter kept up his keen love of the sea and his other interests in history and the world around us. Always a man of great wisdom and enthusiasms, especially his Bull Terrier dogs.

Walter will be sorely missed by us all, especially by his sister Eileen, who after the loss of both their spouses were always very supportive of one another. It was a joy to share Walter's imagination and integrity and an honour to know him, he will not be forgotten.

IG Dibben (Nephew)

Lloyd George Reeve

It is with deep regret I have to report the death on February 24th 2002, of my father Lloyd George Reeve late of 124 Raglan Street, Lowestoft, Suffolk.

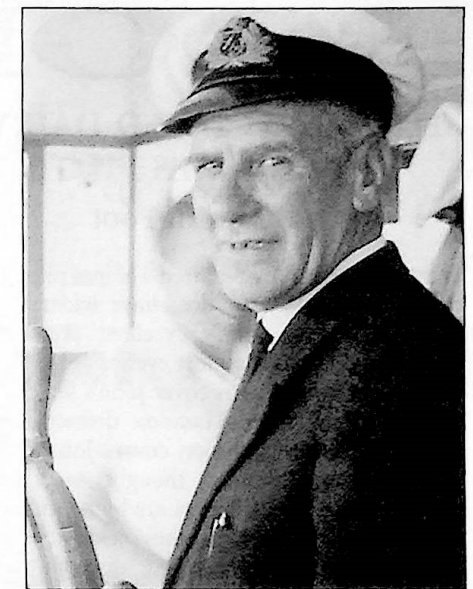
Dad always liked to keep abreast of things through your magazine. Sadly he suffered a stroke in November from which

he never really recovered.

Born on May 10th 1912 the youngest son of eight children George as he was known to most, followed his father and elder brother's footsteps with a short time in fishing Smacks of which they had many tales and memories. Unlike his brother who went into the Royal Navy in 1930 George, aged 18, went on to follow a career in the Merchant Service which opened up the opportunity to travel to among other places the Mediterranean and Alexandria.

In 1937 he joined the Esso petroleum Company as an Able Seaman on board coastal vessels and stayed with that company throughout the war years many times in convoys around the British coast. In 1944 he was appointed Second Mate on the SS Eastwick where he was promoted to First Mate in 1946. In 1947 he was transferred to serve as first mate of the SS Esso Tioga. After passing his Master's ticket in December 1950 he went on to be Master of the SS Esso Tioga until in 1955 when leaving to join Capt W Powrie as Harbour Pilot of his home town of Lowestoft. Joined later by Capt J Johnson he remained until his retirement in 1974.

Thankfully enjoying good health and



after the loss of his wife in 1984 his latter years were spent actively up to last August visiting various parts of the globe with family or his many friends when not attending to his home and garden. He will be sadly missed by many.

On behalf of Michael and Tony Reeve and Pat Lisantri. Sons and daughter.

THE PILOT

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(A Section of the Transport & General Workers Union)

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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.

Pensioners Deceased February 2002 to April 2002

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| W Dawson | London ~ Channel |
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BOOK REVIEW

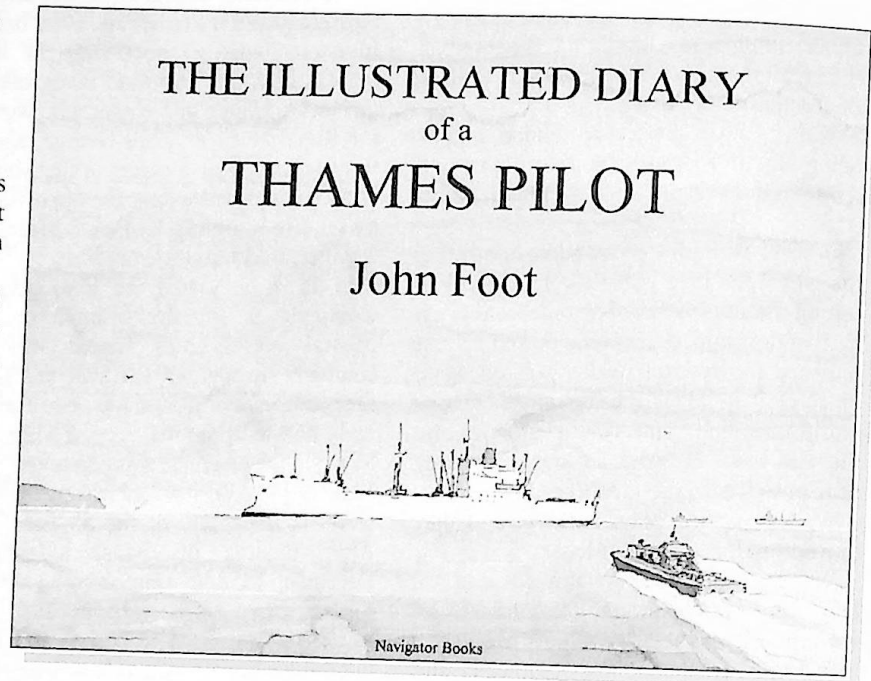
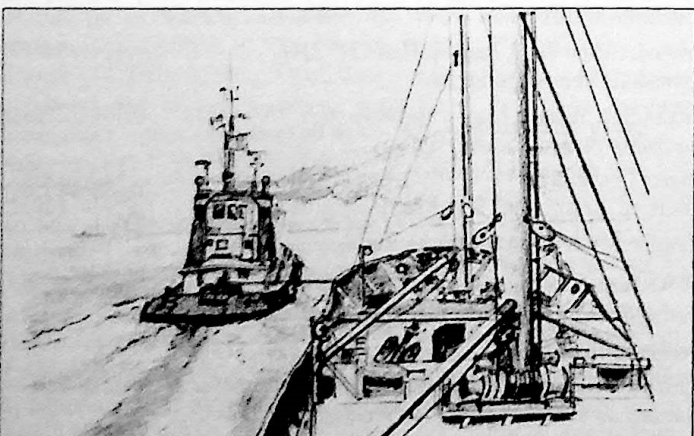
THE ILLUSTRATED DAIRY OF A THAMES PILOT

by John Foot

Although written by a retired Thames pilot about his experiences, this book does have wider appeal not least because of John's excellent sketches which provide a delight on almost every page.

The first five chapters cover John's sea career until he was called to the London district by Trinity House. The middle section covers John's time as a pilot and contains many thoughts, anecdotes and experiences. These accounts are by no means glossy nostalgia since amongst these experiences is an account of a near grounding through failing to double check a dodgy compass. John's high professional standards are revealed by this account since although the incident was caused by a 30 degree compass error John states "A very close call and a situation for which I alone was responsible".

The final part of the book recounts two exceptional occurrences on the Thames during John's pilotage career. The first is a now long forgotten (except by the pilot involved no doubt) account of a pilot's worst nightmare. The date 1970, the ship a passenger cargo ship the *Monte Ulia* with 163 passengers and 83 crew. A routine inward pilotage on a summer evening which ended up as what emergency planners would call a "worst case scenario"! Taking emergency action to avoid a collision with an oil barge off the Coryton oil refinery the *Monte Ulia* collided with the new VLCC jetty which resulted in 400 tons of oil escaping into the river. The sparks from the collision caused the oil to ignite and the vessel was surrounded by

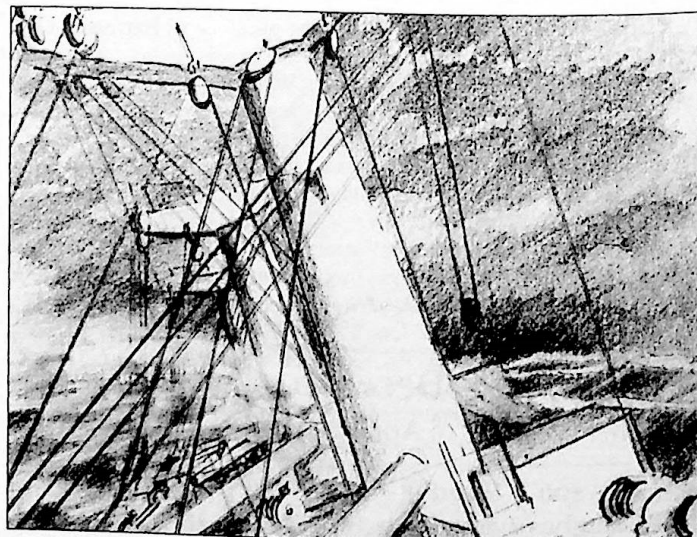


a sea of flames prior to grounding on a mud bank. Tugs serving a nearby ship managed to deal with the fires and remarkably the ship was eventually towed to safety without loss of life. The other account is of a nightmare passage on the passenger ship *Stefan Batory* during the 1987 hurricane as recalled by recently retired London pilot Peter Lloyd-Jones. Having battled with the elements and an uncontrollable ship with equipment failures all night Peter eventually managed to bring the ship safely to Tilbury. As John recounts "At 1200, all secured at Tilbury Stage, Peter walked down the gangway. Some disgruntled passengers asked him why they were late. It had been quite a night."

This book is very readable and will appeal to all those interested in the sea as well as pilots.

JCB

The Illustrated Dairy of a Thames Pilot. Hardback 128 pages, fully illustrated by the author Cost: £10 (includes P&P). Order: John Foot, 8 Maple Close, Highcliffe, Dorset. BH23 5BZ. Tel: 01425 277042



Some illustrations from the book
Above left: Margate. Left: Stirling Brook under tow: tug Switzerland. Above: Transbank, Antwerp to London, NE/10.

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