

THE PILOT

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Editorial

The shipping industry continues to be obsessed with cutting costs and of course one of the favourite targets is pilotage! Reading back through a few historical conference reports this assault on pilotage costs can be traced back as a common topic through the years to the earliest reports in 1884.

I recently read an article where the opinion was expressed that the cost of pilotage was "strangling trade"! So, is there any basis to the argument? The answer is that such statements are absolute nonsense but they get churned out with monotonous regularity in the hope that someone will believe it. The facts reveal that pilotage costs are not a factor in commercial operations except as a potential means to enhance profits and there are several examples to support this. A new jetty was recently commissioned in a major UK port. During construction pressure was put on the port authority by the jetty operator to the effect that the cost of pilotage was restricting the marketing of the jetty. Such statements reveal a lot about the operator since the immediate question is why commission a new jetty unless you are confident of obtaining trade to use it? The jetty was required as a result of operations exceeding existing capacity despite the pilotage and general port costs. Needless to say that once it had opened, new trade was won and judging by the inevitable group of smiling, hard hat clad,

AIS: SAFETY OR DANGER?

As you may recall I wrote a feature on AIS in the July 2000 issue of The Pilot and since then events have moved apace and the carriage of AIS became compulsory on July 1st for all new tonnage over 300 GRT. The equipment is to be phased in for all existing vessels over 300 GRT between now and 2008 although there is pressure from the USA to bring forward the implementation date to 2004 and it looks very much as if an accelerated introduction will be ratified. So, since we are likely to see AIS equipped vessels very soon what impact is it likely to have on pilotage? I must admit at this stage it is very difficult to judge but if the equipment performs to expectations then it will probably result in a reduction

of compulsory pilotage in the future. However, having read through a wealth of reports from the IMO/IALA seminar on AIS in January 2002 (painstakingly collated by Les Cate) and other articles, my own opinion is that these expectations of the Industry from the system far outweighs its technical limits and although it will be a very valuable VTS tool I personally don't believe that it will deliver the "holy grail" of VTS control of shipping that some are anticipating. Indeed, I personally consider that unless it is very carefully developed AIS may actually jeopardise ship safety! In order to clarify these opinions it is interesting to look closely at the development of the system. >>>

management bods pictured alongside a new ship to the trade, the jetty is apparently operating profitably!

Perhaps the most telling example, which puts the whole issue into context, was told to me by the master of a medium sized container ship. He now dreads going to ports such as Rotterdam and Hamburg because some smart accountant has calculated that if more than seven to ten containers need to be shifted between terminals it is now more cost effective to shift the ship than to trailer them by road. This has been an increasingly common practice for small, exempt feeder ships for some time but it now appears that even for vessels requiring pilots and tugs there are

considerable cost advantages over road transportation. Such examples (and there are plenty of others) prove conclusively that, even leaving aside the "value added" safety element of pilotage, on a purely commercial basis the cost of pilotage is of minimal consequence to the shipping trade.

Regrettably such adverse comments will continue to be made but even more regrettably they will continue to be taken seriously by those in ignorance of the facts.

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A pilotage shift is cheaper than road transport!

History

Ever since aircraft started carrying transponders during the 2nd world War, there have been various plans to introduce transponders into shipping. It does seem amazing that the shipping industry has never adopted a system before now but upon reflection the reasons are fairly logical. Basically there was no identified need for ships to be fitted with such equipment. A ship was an autonomous unit and when it left port it had sufficient personnel and equipment to navigate safely to its destination where it could communicate its arrival by WT, RT, Morse lamp or even semaphore! The collision regulations were perfectly adequate for avoiding other traffic and nobody was interested in how the ship got from A-B so long as it arrived safely with its cargo intact. The Master was King!

It was ports, who were installing first generation VTS stations that identified a need to positively identify ships to assist in their statutory "Duty of Care" to the safety of shipping. Initially ship transponder plans revolved around radar but the limitations of information that could be "loaded" on a radar transponder restricted its usefulness and thus the search began for an alternative system of tracking. It was following the introduction of GMDSS/ DSC equipment on VHF CH70 into SOLAS in 1988 that the idea of using VHF as a transponder platform gathered momentum. Two bodies, the International Association of Lighthouse Authorities (IALA) and the International Association of Institutes of Navigation (IAIN) started serious research. In 1990 IALA reported to IMO NAV 36 that they were working on developing a VHF transponder system which would identify and track vessels within a VTS area. By NAV 39 in 1991 IALA had gained considerable support from several countries and presented the operational and technical requirements along with a request to the International Telecommunication Unit (ITU) to adopt a recommendation on the technical

characteristics of a VHF/VTS transponder.

By NAV 38 in July 1992 the ITU was ready to adopt the transponder system on the DSC frequency of CH 70 but the IMO was not prepared to implement AIS for the following reasons:

- * It was seen to be a VTS (VTS was not incorporated into SOLAS until 1999) tool and therefore there was no avenue for implementation through SOLAS or the COLREGS.
- * Transponders required an accurate position fixing system (GPS) but no such equipment was required on board SOLAS vessels.
- * There was concern that using CH 70 would compromise distress alerts.
- * The shipping industry valued anonymity.

It was the introduction of mandatory reporting of shipping in coastal waters into IMO discussions which revived the concept and at NAV 43 IALA was given the go ahead to prepare the draft performance standards. The work was completed and the equipment, now designed around two dedicated VHF channels, was incorporated into the new SOLAS Chapter V in December 2000. The phased introduction from 2002-2008 was agreed at NAV 47 in July 2001. As a result of anti-terrorism concerns from the USA it is anticipated that an accelerated introduction will be incorporated in amendments to SOLAS Chapter V in December 2002.

How it works

A full description of the concept is given in my last article which is now on my website (www.pilotmag.co.uk). However, as a brief explanation, the transponder works by transmitting "packets" of data by digital VHF pulses. This can be received by other ships or shore stations. The basic packet consists of ship's MMSI number, name and position obtained from a dedicated GPS

unit which also provides course and speed made good. A wealth of other information depending on the ship's activity may be transmitted including rate of turn, gyro heading and other data such as destination and cargo details. Such packets are updated at varying rates dependent upon the status of the vessel. For example a ship at anchor will transmit every six minutes but a vessel underway and altering course will transmit every two seconds. The basic information will be generated automatically but all other data will have to be input by the officer of the watch. For example if a ship anchors then the OOW will have to remember to manually input that status into the unit once the vessel is brought up! Cargo details, ETA and other voyage data may be requested by a shore station and this is achieved by the shore station "interrogating" the ship's AIS and again the OOW will need to manually input the information if he has not already done this prior to arrival. Other uses are considered to be Search and Rescue and there is the facility to send short safety messages or general text messages either to all ships or an individual vessel. For capacity each packet transmission uses a time slot and there are approximately 4500 time slots per minute available over the two frequencies. Transmissions are organised by a system called TDMA (Self organised Time Division Multiple Access) whereby once a vessel has transmitted it automatically reserves the next due time slot as does the next ship etc. This system is designed to avoid transmission conflicts.

The Equipment

Many of you will probably see articles on AIS in the maritime press and all show an ECDIS overlaid with AIS vectors but this is very misleading since there is currently no requirement for a vessel to be fitted with an ECDIS. Figure 1 shows a complete AIS unit and you will note that the display unit looks like a GPS display. At the moment, due to the incompatibility of AIS with any existing equipment the display is limited to an "Alpha Numeric" display with a requirement for at least three lines of text. This will enable the OOW to read off the name, course and speed made good and latitude and longitude of another vessel and he will then be able to manually compare this information to his ARPA radar targets to identify other shipping! Data input and status updates use a similar method to that of mobile phone text messaging! However, all the equipment is provided with universally standard connectors to enable future integration of the information into an ECDIS display. For integration into ECDIS there are an agreed set of display criteria. AIS targets will automatically display as a small triangle

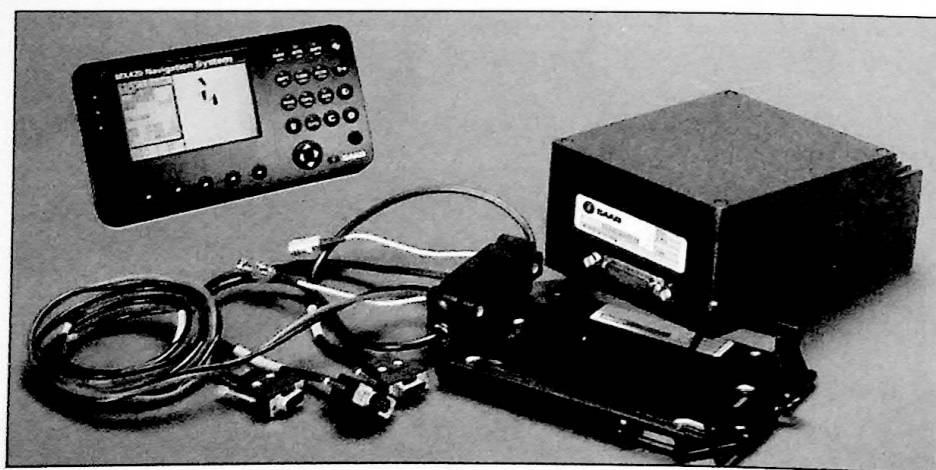


Fig.1 Basic AIS Unit

pointing in the direction of movement and a vector identical to that currently used by ARPA radar will provide similar anti-collision data. Figure 2 shows three basic display modes of targets:

Activated Target: Shows an ARPA style vector with name and MMSI number.

Selected Target: Shows the same data as an ARPA selected target in a separate window.

Sleeping Target: To reduce information overload all the information on a target can be suppressed and the basic triangle will be similar to an unacquired ARPA radar target.

Any vessel, whether sleeping or not, will automatically alarm if it breaches pre-set anti collision parameters. For inter-ship information the display can incorporate many additional functions which are currently optional. For example if a vessel has the gyro and rate of turn facility connected then this will be provided as a second vector and for a vessel altering course a predictive vector will indicate future track. It is this function that is considered to provide enhanced anti-collision safety in that the alteration of course information will be immediately registered by other shipping but what if a vessel is yawing in a seaway?! Another idea is that if passage waypoints have been programmed these can also be transmitted and displayed so that the intended track of the vessel will be displayed.

Shore Usage

Having set the standards for AIS, IALA has created a useful VTS tool which should dramatically reduce the verbal VHF transmissions for identification, cargo details, voyage details and waypoint information. The shore station will have the facility to interrogate individual ships for additional information if required. Like all new equipment there are an increasing number of potential uses being considered and developed. However, such additional functions could rapidly exceed the capacity of the system. For example, there is the possibility of a VTS retransmitting non AIS radar targets as AIS targets so that all relevant traffic is included on a ship's AIS display. This is designed to prevent the necessity of the OOW or pilot having to monitor two separate displays. Another research area is equipping navigation aids such as buoys with AIS. These buoys will be capable of interrogation by shipping to provide wind and tidal data etc. Interestingly such information need not be produced by equipment actually on the navigation marks but by superimposing it over the mark from the shore station. Trials have already been undertaken exploring the concept of "pseudo"

navigation aids where a virtual buoy or mark can be generated by VTS for display on the ship's ECDIS. It is envisaged that such marks could be used to immediately mark a new danger or advise about new survey depths on a shoal. Of course these would be invisible to any non AIS equipped vessels.

AIS and the Pilot

The potential for additional information, readily available on screen without the need for verbally contacting a VTS centre will be welcomed by pilots and it is in Australia that pilots on the Barrier Reef passage are already using a portable AIS unit. I understand that their equipment is being specifically manufactured by an Australian company but the only details that I have been able to locate on such equipment are through the SAAB website. The SAAB equipment, Figure 3, is incorporated into a shock resistant case containing a laptop ECDIS, VHF unit and DGPS. Upon boarding, the pilot removes the laptop from the case which, having the VHF and GPS integrated into its body, is then strapped to a rail on the bridge wing or monkey island. This pack then provides wireless transfer of the AIS data to the laptop which has a seven hour design battery life. Adaptors are included for connection to the ship's electricity supply should the battery fail. Reports that I have read of this experiment indicate that although the number of ships using the system is small the equipment is performing well and that the pilots are adapting to its use although lack of training has resulted in operational difficulties. The problems identified so far are that without gyro heading information vectors will give misleading data for a ship turning and the range is only about 60% of that obtained from a ship's own aerial. However the ship board equipment is to be fitted with a pilot connection socket so as more ships are fitted with AIS pilots will be able to plug in their own unit to the ship's AIS. IMPA's view on AIS is that it is important that displays and functions should be to a common standard and emphasises the importance of establishing a comprehensive training course for pilots.

National Security

The introduction of AIS has coincided with the war on terrorism and the USA is the driving force behind an accelerated phasing in of the system. Already the US has effectively suspended shore leave for visiting ships' crews and there is now pressure on shippers to send full details of ships and their cargo bound for the USA upon departure from the loading port. The following is an edited extract from the US

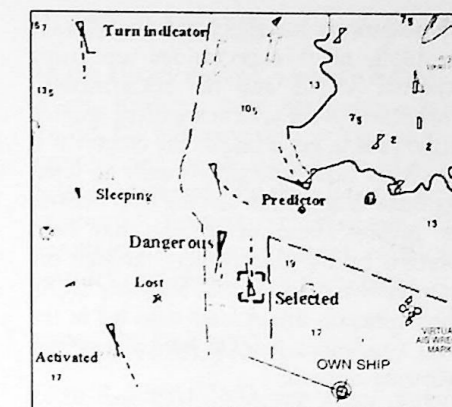


Fig.2 Basic Target Display

Coastguards submission to the IMO/IALA session: "In order to achieve a maritime security environment that effectively differentiates between benign and threatening activities, a port or coastal state must have an awareness of all vessels - with their cargo and crew - that operate to and from their ports, or transit their coastal waters. The essence of this maritime domain awareness is the ability to conduct surveillance and reconnaissance of all vessels, cargo, and people that operate in the maritime domain well before the potential threat enters the maritime boundaries. Even though it does not capture all vessels that could be considered a threat to national security, it provides a clear picture of the routine traffic so that movements out of the ordinary can be more readily detected. AIS would contribute to this mission by enabling the shore authority to track certain suspect vessels."

For these reasons the USA is also pressing for the AIS to be extended into a long range capability through Inmarsat C and some manufacturers are already incorporating this facility into their units. The ultimate aim of the USA is to create a surveillance of shipping to provide what they term as Maritime Domain Awareness (MDA) and another extract from the USCG document states:

"In order to achieve a maritime security environment that effectively differentiates between lawful and unlawful activities, port and coastal states must have an awareness of all vessels operating to and from their ports, as well as those transiting their coastal waters. At the heart of this MDA are information, intelligence, surveillance, and reconnaissance of all vessels, cargo, and people well outside the traditional maritime boundaries."

Limitations of AIS

THE CONCEPT

As can be seen from the above AIS has ceased to be primarily considered as an aid to safety of shipping and the concept has effectively been hijacked by various shore

establishments for alternative agendas. In so doing great expectations are being expected of AIS and the acknowledged weaknesses of the system are being ignored in the rush to get a bite of the cherry! It is significant that although virtually no input has been sought from serving ship masters the greatest note of caution has been sounded by the ship owners through the International Chamber of Shipping (ICS). Their concerns are at least reflected in the IMO Guidelines for AIS which state the following caution:

NOT ALL SHIPS CARRY AIS

The officer of the watch (OOW) should always be aware that other ships, in particular leisure craft, fishing boats and warships, and some coastal shore stations including Vessel Traffic Service (VTS) centres, might not be fitted with AIS.

The OOW should always be aware that AIS fitted on other ships as a mandatory carriage requirement might, under certain circumstances, be switched off on the master's professional judgment.

The ICS view goes further: "The imminent arrival of AIS is not viewed with unreserved joy by the mariner simply because it brings with it problems, for which answers must urgently be found."

It goes on to list very fundamental limitations such as:

- * Automatic acknowledgement of ships reports by shore establishments which have not been addressed by the IMO.
- * The primitive data input of existing equipment will generate additional workload for the OOW inevitably at a time when he is probably already overloaded! Even with integrated displays there is a danger of information overload.
- * The (mis)use of AIS in collision avoidance. There is no use for VHF in the COLREGS.
- * The IMO requirement is for a basic stand-alone unit. Once such equipment has been installed by a ship owner there will be no incentive to undertake an expensive upgrade. The equipment will just remain another bolt on box probably consigned to the back of the bridge. An extended "lead in" time would permit the equipment to evolve to users' requirements.
- * Security? ICS points out that what works for State security also works for terrorists and pirates. Basic receiver units could be used to devastating effect in targeting high risk tonnage!

Reading all the reports and the report on the attack on the French tanker *Limburg* has brought a chilling possibility to mind.

In its current form AIS could be used by a terrorist / pirate to send fake shore authority transmissions and divert shipping from its intended track and create AIS assisted ambush /ship wreck. No wonder the master insists on the right to switch AIS off. But, will a master's decision to switch off the AIS immediately make his vessel a terrorist suspect? Under the USA's maritime surveillance concept the probability of this is exposed in a proposed amendment to the December SOLAS session requiring that it be compulsory for vessels to keep AIS active at all times underway!!

The ICS report includes in its conclusion the following: "Once AIS equipment is at sea in significant numbers then seafarers can begin to assess the benefits and limitations of the system There will be a delay whilst bridge personnel learn how to use the system to advantage and the training requirement has yet to be established. ICS will urge seafarers to use AIS equipment as an aid, not as an excuse for failing to look out of the bridge windows".

Wise words indeed!

Equipment Limitations

AIS is unique in that it is being introduced before the technical testing specifications have been authorised by the controlling authority of the International Electrical Commission (IEC). Whilst the shipboard standards have been established and are sure to be approved there is currently no standard for any shore equipment. There is serious concern that the differing agendas of various authorities will result in a non-uniform shore platform which may require vessels to fit additional equipment when trading to different countries! There has also been an amazing naivety from some so called experts who should know better. One claim is that, "in practice the capacity of the system is unlimited". Others accept the possibility of overload but confidently claim that unwanted signals from ships can be eliminated by excluding them from the display by means of a maximum range zone setting. One "expert" clarifies this principle by comparing the situation to a party in a crowded room where a person limits communication with those nearby of interest to him! Wishful thinking I fear. Anyone knows that a heckler at the back of a conference hall can disrupt the whole proceedings and VHF is notorious for its susceptibility to atmospheric effects which frequently result in traffic from distant stations impinging on local traffic. Whilst I

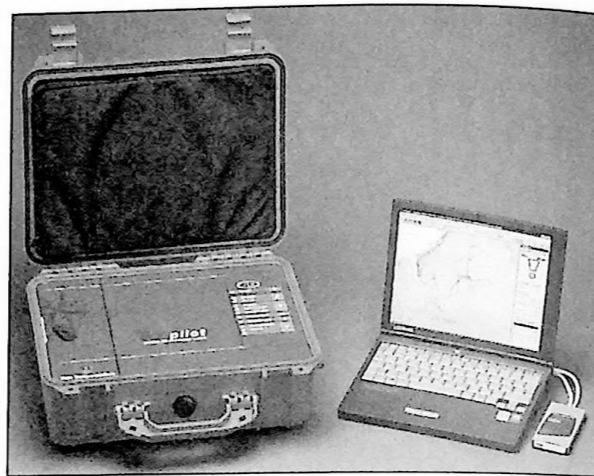


Fig.3 Pilot's portable AIS equipment

am not sure if the digital signal displays similar characteristics to analogue VHF the fact that tests are detecting shipping at extreme distances of up to 70 miles suggests that there will be capacity problems in congested areas. Even if scheduled, a unit will not transmit if another station is transmitting and there is the potential for a weak signal to be "overspoken" by a stronger one.

Another known problem is with the digital VHF signal. Whilst this provides a "clean" data pulse it also requires an unobstructed horizon, short cable runs and is very susceptible to degradation from external interference or adjacent structures. This would logically explain why "impossible" target swap has occurred during some trials. Currently this is being attributed to software incompatibility but if a small craft is close to a large craft the reflected signal may be superior to the true signal resulting in a double AIS vector on the larger vessel. Software is designed to reject such double vectoring so one vessel will disappear! This is purely my very simple explanation and I stand to be proven wrong. If not, remember, you read it here first!!

One final factor is that the whole system relies totally on GPS. Any problems with the GPS signal will render AIS totally useless!

My original article was entitled "AIS, more discussion required?" I was considering entitling this one "chasing rainbows" but it seemed too flippant in view of the potential risks that hasty and unfocussed AIS development poses to ship safety. I sincerely hope that my fears are unfounded.

JCB

AIS links

www.iala-aism.org/mainsite/pages/english/p4/p4m.htm

www.uais.org

www.uscg.mil/vtm/pages/aislinks.htm

PENSION NEWS

I have been asked to take over where Jan has left off, so let me introduce myself, I am Debbie Marten and I have been with the Secretariat for 13 years now, that being said let us continue ...

THE SECRETARIAT

This is a time of change for the Fund. Not only has Jan Lemon decided to retire early and move to the depths of Dorset, but our Chairman, Geoff Topp, quickly followed suit and resigned from the Board in May. If that was not change enough the Humber situation meant that Dave Fortnum, a fellow pilot trustee had to resign from the Board in June. It is not just the Board that has new faces, but the Secretariat as well. In July, Joseph McTaggart was appointed as Deputy Secretary and is slowly coming to terms with the uniqueness of the Fund. On 2nd August I stepped up to the position of Secretary and am enjoying the challenge.

As if all this change was not enough the Fund is undergoing a triennial valuation as at 31 December 2001. As the final report has not been produced at the time of writing this article the results will be covered at a later date.

PENSION REVIEWS

This appears to be the year for publishing reports. On 9 July the Sandler Review of Medium and Long-term Retails Savings was published. The Review covers life insurance savings products, retail pension

products (including insured occupational schemes and personal / stakeholder pensions) and collective investment schemes. This was followed by the Pickering Report on Pension Simplification on 11 July. Later this autumn the Inland Revenue is to undertake a similar exercise on simplification (a contradiction in terms if ever there was one!) and the Government has announced a Green Paper setting out their proposals for pension reform. The paper is to encompass the Inland Review and Pickering review as well as the pensions recommendations in the Sandler report.

The Sandler Review

The key recommendations of the Review include:

- * A set of safer, good value, easy to understand "stakeholder" investment products;
- * Reforms to with-profit policies to make their structure and management simpler and more transparent;
- * Tax measures aimed at simplifying the current regime for retail saving products.

The Pickering Review

"A pension is a pension is a pension" or so says Alan Pickering. This report recognises that a balance needs to be struck not only between employers and employees, but more importantly between members of pension schemes and those who are not. At a time when closure of final salary pension schemes is receiving much publicity the report recommends some reduction in member protection to encourage good quality pension provision for the future.

The Report recommends:

- * Greater flexibility when amending accrued benefits;
- * Abolition of the Limited Price Indexation (L.P.I.) requirement and compulsory spouse's pension;
- * Measure to simplify contracting-out transfers;
- * New approach to regulation with an emphasis in general principles rather than detailed regulation;
- * A new type of regulator, able to offer advice and guidance.

There have been mixed responses to the Pickering Report and undoubtedly there will be debate on the detail, but it is an opportunity for the Government to simplify what has become a very complex subject.

HUMBER PILOTS

All the Humber pilots, with the exception of one, eligible to take their pension from the P.N.P.F. following the revoking of their authorisation on 26.01.2002 have either done so or transferred their benefits to an alternative pension arrangement. The remainder of the ex Humber pilots are now deferred members of the scheme.

NEW ENTRANTS

From 8 August 2002 new entry requirements and a new scale of benefits will apply to any pilot becoming a member of the P.N.P.F. From this date all new members will be required to complete an ill health questionnaire and return it, together with a current ENG1 form, to the Secretariat.

The new scale of benefits that will apply is a normal retirement age of 65 and a final salary pension that will accrue at the rate of 1/840ths. Fuller details of the benefits available are included in the Explanatory Brochure sent to all new entrants.

AVC SCHEME

Members should have received, or will be receiving in the near future their benefit statements from Equitable Life and Norwich Union. The statements will be checked thoroughly, but if there are any mistakes please would you contact Joseph, in writing, in order that he may bring them to the appropriate provider's notice.

Debbie Marten
Email: debbie@pnpf.co.uk

DISCOUNT TRAVEL

HOVERSPEED - SEACAT

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

NORTH SEA FERRIES

Hull-Rotterdam

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

01482 77177

INSURANCES

There seems to be some confusion amongst members over the various insurances available through the UKPMA so below I have tried to clarify the cover available. Basically there are 4 insurance policies 2 of which are included in the membership fee and the other two are voluntary. The two included in the membership subscription cover legal **Defence** and legal **Expenses**.

LEGAL DEFENCE

NAVIGATORS AND GENERAL: This Policy has been negotiated to indemnify an insured member in three areas if the member is involved in a marine incident. They are:

1. **LOSS OF INCOME.** Up to £50,000 over 12 month max. per pilot
2. **LEGAL EXPENSES.** Up to £50,000 per incident. OR up to £100,000 per incident (2 ships 2 pilots or 2 pilots 1 ship = 1 incident)
3. **THIRD PARTY LIABILITY** per 1987 Pilotage Act

Notification of Incident

Pilots involved in an incident should notify the company as soon as is practical to register the case, either by Fax, Telephone or in writing to:-

The Navigators & General Insurance Co. Ltd., P.O. Box 848, Brighton, BN1 9XU Tel. (main switchboard) 01273 863400. Fax 01273 863401

In urgent cases however, certainly in those involving injury, pollution or loss of life, telephone contact must be made straight away TO THE DIRECT LINE NUMBERS. both inside and outside office hours, as detailed below:

Office Hours

Mr L Powell 01273 863453
Mr. S. MacCarthy 01273 863400

Outside Office Hours **

Mr. L. Powell 01323 729393
Mr. S. MacCarthy 01444 248520

IT IS RECOMMENDED that all Accident / Incident reports to a CHA from both self-employed and employed pilots, should include the following or similar wording: "This report and any attachments are intended solely for the use of the harbour authority to whom it is addressed. It contains information which is both privileged and confidential and any dissemination, distribution or copying of these documents is strictly prohibited without the prior written consent of the authorised pilot signing the report".

LEGAL EXPENSES

DAS GROUP LEGAL EXPENSES INSURANCE Will include all members of the pilot's family. The definition of family to be similar to the Travel Policy and it will be for the insured, his spouse/partner and children still living at home, regardless of age.

We now have Property Protection included in the policy (this cover is also known as Neighbourly Dispute)

SECTIONS INSURED

1. **Bodily Injury:** Covering legal costs to pursue the insured's legal rights after an event which causes death or bodily injury.

2. **Legal Defence:** Covering legal costs to defend the insured's legal rights if as a pilot he or she is:
 - a. Prosecuted in a criminal court

OR

- b. A civil action is brought
 - i. Under Legislation for Unlawful Discrimination
 - ii. By the serving of a Statutory Notice under the Health & Safety at Work Act
 - iii. Against them as a Trustee of the Pension Fund
 - iv. Under Section 13 of the Data Protection Act 1998

OR

- c. Required to attend a disciplinary hearing brought against a pilot by a regulatory authority or professional body

This Section also covers

- a) Legal defence costs for any offence connected with the use or driving of a motor vehicle, as long as the pilot has valid motor insurance. Excludes parking offences.
- b) Attendance expenses if the pilot is called for Jury Service

Tax Protection

Covers costs for either a full enquiry or an aspect enquiry into the insured's personal tax affairs by the Inland Revenue. Cover is limited to £1,000 for aspect enquiries.

The first £100 of each and every claim is not insured. This section does not cover enquiries into alleged dishonesty or alleged criminal offences

Property Protection

Covers the insured's legal rights in a civil action relating to his or her principal home.

The first £100 of each and every claim is not insured, apart from nuisance or trespass, where the amount is increased to £250.

Helpline: This gives a 24 hour legal advice service for any personal legal problem (whether covered by the policy or not) under the laws of the European Union. The telephone number for reporting claims and the helpline is:

0177 934 2111 or 0117 976 2030
Quote policy number: TT2/3009513

For any claim to be considered under this DAS policy the UKPMA must be contacted before you contact the insurance company or your own legal representative.

VOLUNTARY INSURANCES

Personal Accident Policy Travel Policy

Full details of all these policies and additional cover premiums are available from the Insurances folder sent to all members last February. All pilots should read the folder and familiarise themselves fully with the terms and conditions applicable.

Salvage Claims

Occasionally it arises that a pilot may be entitled to a Salvage Payment. Up until now there has been no formal procedure through the UKMPA to process Salvage Claims. The T&G Legal Department has looked at this matter and the following is a copy of a letter from Fergus Whitty, T&G Director of Legal Services.

In the first instance all enquiries regarding a salvage claim should be made through the UKMPA office. The terms of the Union's involvement in salvage claims are as follows:

1. Advising members involved in any salvage incident as to whether a salvage claim exists;
2. Advising members involved as to the amount of salvage which the employers ought to be agreeing with the stricken vessel;
3. Correspondence with employers and/or their solicitors on behalf of the members concerned;
4. Correspondence is on the basis that advice will be given to the crew as a whole rather than an individual;
5. The service would not cover additional advice from Counsel or expert, except in unusual circumstances where there are specific difficulties and where the express authority of the Union is first given following the agreement of the General Secretary;
6. It is not envisaged that there will be specific meetings with members concerned unless this is absolutely necessary;
7. It is not envisaged that there would be litigation in any salvage matter.

The current cost for each referral would be £300 plus VAT.

Fergus Whitty
Director of Legal Services

Western Algarve ~ Lagos ~



Luxury Holiday Apartment

Sleeps 4, large balcony, sea views.
Located within a small secure condominium with pool, tennis court, gardens and parking.
10 minutes walk to marina / town.

Discount rates for pilots
contact Gordon Kent:

Phone/Fax: 01326 312799
Email: gordonkent@tesco.net

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.

PROFESSIONAL DEVELOPMENT FOR PILOTS

SHIP HANDLING COURSES

Specialized courses designed to develop the skills and understanding of ship handling techniques.

- 7 scaled manned model ships up to 300,000 Dwt
- Latest addition: 140,000 Dwt twin screw shuttle tanker
- 13 acre lake with many miles of channels and upward of 30 berths
- 21/2 day twin screw cruise ferry or 5 day shuttle tanker courses
- Specifically tailored and customized courses to suit client requirements

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W. A. MASSEY & SALLY ORGAN

Following on from Paul Gibbard's reminiscences on pilotage training in the July issue, retired Bristol pilot and historian John Rich contacted me with the history of the two pilotage craft mentioned in the article.

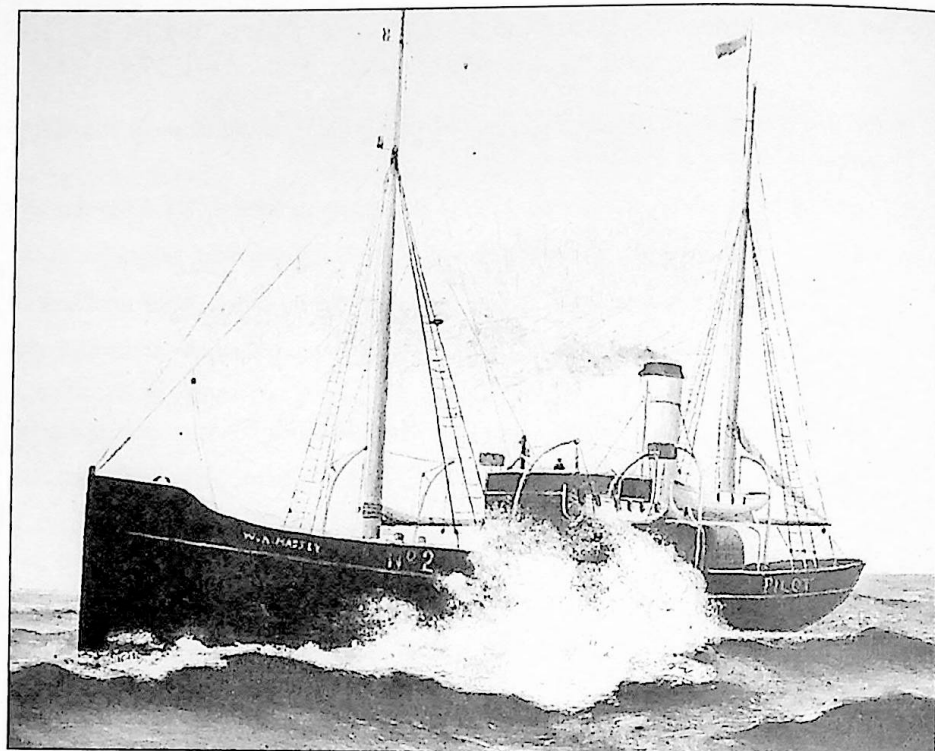
W.A. Massey

The W A Massey was actually built for the Humber pilots by Cochrane & Cooper at Grove Hill shipyard at Beverly on the Humber. Built of steel and launched on January 1st 1895 she was 109 ft long with a beam of 21 feet. A compound 2 cylinder coal fired steam engine provided 35 hp giving a speed of 9 knots.

The idea of a steam powered pilot cutter was very revolutionary at that time and there was opposition and scepticism at the concept. However the driving force behind her introduction was the Chairman of the pilotage commissioners board, Alderman Massey, hence the name which the cutter kept until broken up for scrap in 1956. The launch was described in the following press cutting :

LAUNCH OF A STEAM CUTTER

The ceremony of launching the "W. A. Massey," the new steam cutter built by Messrs Cochrane and Cooper, Beverley, was success-fully performed on Tuesday morning. The vessel before she left the ways, was inspected by a large company of ladies and gentlemen from Hull, and was pronounced a most beautiful model, and a credit to her builders. Her dimensions are 108ft. 4in. B.P. by 21ft beam. The saloon, bath, cloak and Captain's rooms, and pantry are before the engines, and fitted with a luxury the pilots have not before experienced on a pilot cutter. The saloon will accommodate 24 pilots, captain, two

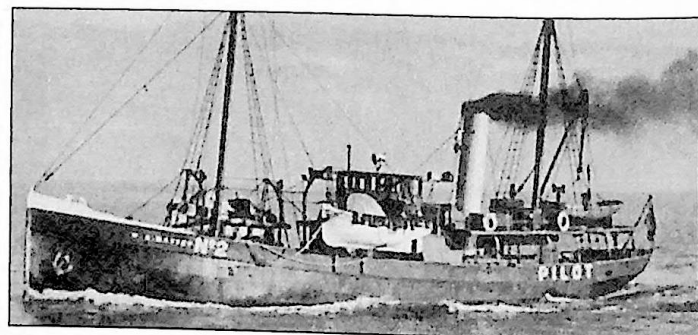
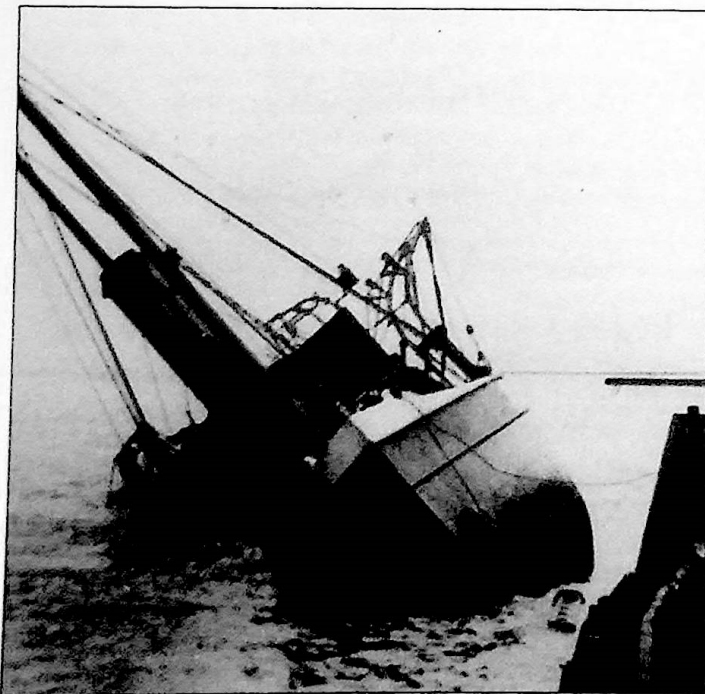


A Painting of the W. A. Massey as she was built in 1895

engineers and six apprentices, and is lighted by two massive teakwood skylights 13ft. by 4ft. and 8ft. by 4ft.

The christening ceremony was performed by Miss Massey, daughter of Alderman Massey, chairman of the Humber Pilotage Commissioners. There were also present many ladies, wives and friends of the Humber Pilots. Breakfast followed in one of the adjoining sheds, the chair being taken

by Mr Cochrane, senior partner of the firm. After the disposal of the loyal toasts, the chairman submitted "Success to the Humber Pilots' Steam Cutter Co., and the W. A. Massey." In kindly terms he wished his guests a happy new year, and said that the "W. A. Massey" was the 118th vessel which they as a firm had put into the native element from the Grovehill Shipyard.



Above: The W. A. Massey, now with a large timber wheelhouse. After she was broken up in the late 50s it became an office and cash point on a garage forecourt in Cross Hands near Caernavon (A48). Left: On 30th January 1930 the W. A. Massey was at anchor in the Humber when she was hit by a dredger which was avoiding a collision with an Ellerman Wilson vessel. There were no injuries and she was obviously recoverable. There were some who applauded the result of the incident as she was riddled with cockroaches and it was thought that they all would die. Quite naturally they did but the dormant eggs of future generations survived and it was not long after she resumed pilotage duties that they hatched and it was all back to square one.

Once in service the Massey proved successful and popular and in addition to her pilotage duties she also rendered salvage service to six vessels preventing two of those from almost certain total loss.

The Bristol Pilots purchased the cutter in 1949 and she provided 6 years of useful service prior to being laid up and scrapped in 1955.

* * *

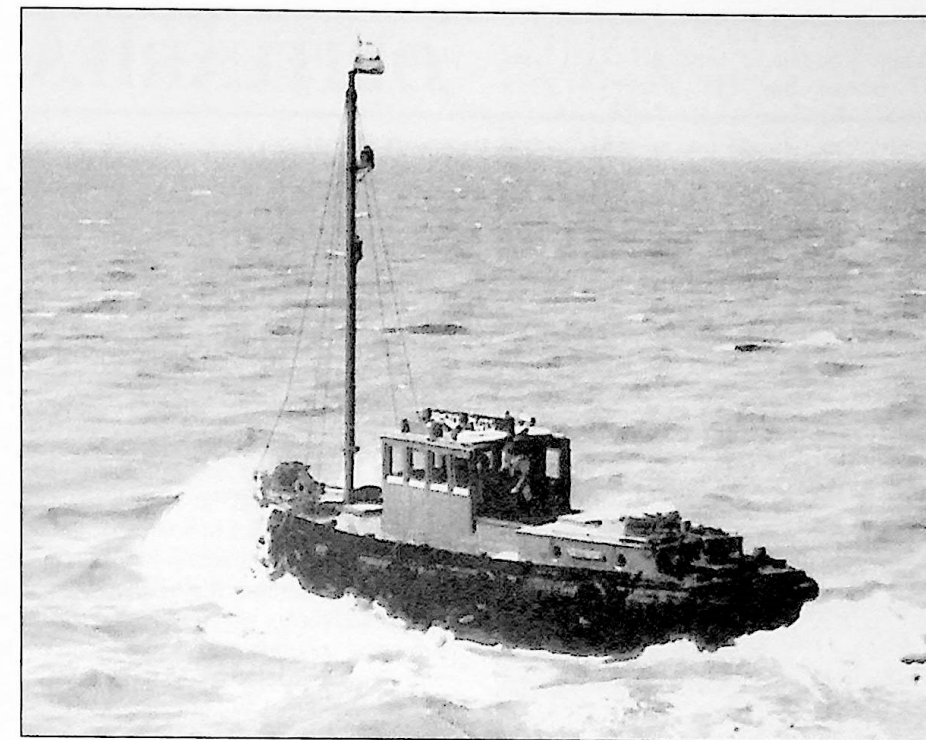
Motor launch Sally Organ

In 1935 the Bristol pilots decided it was time to have a purpose built motor launch to service small vessels requiring a pilot in the upper reaches of the Bristol Channel namely the Walton Bay and King Road areas. They already had a small open decked launch, the Stella but they required something more substantial.

One of the pilots, namely Herbert Watkins Snr. produced a plan and specification and it was agreed to approach the Harris shipyard at Appledore to provide a quote for the cost of construction.

The motor launch was to be named Sally Organ a name that had no connection with any of the pilots or their wives so no controversial arguments or jealousy could arise. In fact Sally Organ was a little girl who, sadly had been killed in a motor accident, the grand-daughter of a much admired financial adviser to the pilots of the day.

Although the pilots wanted a motor launch they did not have full confidence in the Ruston and Hornsby diesel so the vessel was fitted with two masts and sails -



Above: Sally Organ in service and Below: As she is today

just in case!!! The after mast was removed in the 1940s and the sails left to rot in the after cabin.

The boat was sold out of pilotage work in the late 1950s and has been reconstructed into a beautiful motor /sailing cabin cruiser. Once again she has two masts and sails. Re-engined and renamed the Karanett, slightly raising the deck line but using the original hull, the cruiser is an absolute gem.

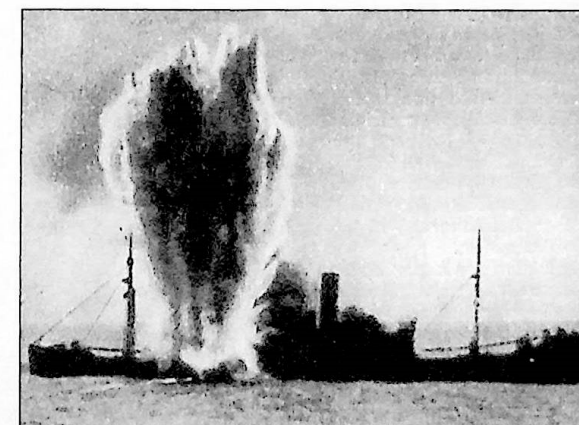
John Rich



THE BRITISH MERCHANT NAVY FINALLY TORPEDOED?

Further to my editorial in the July issue there has been a disturbing statement over the recruitment of cadets into the British Merchant Navy from the newly elected Chamber of Shipping President, Robert Woods. I feel that the following extract from a Lloyd's List report on Woods' inaugural address reveals the plans for the British Merchant Navy in the future:

Shipping companies that were entered into the tonnage tax system must meet their obligations to train cadets, he stressed in response to criticism about the lack of impact on seafarer employment. The chamber will meet with transport secretary Alastair Darling next month to lobby for both a broader tonnage tax regime and other measures to reduce employment costs, Mr Woods disclosed. "We will not mince our words," he promised. Mr Woods, who is group managing director of P&O Nedlloyd and executive chairman of P&O Ports, also spoke of the need to find ways of matching job supply and demand. While committed to training, the industry "must make sure jobs are available".



He admitted that his own company, P&O Nedlloyd, was one of those that had been forced to lay off personnel, partly because of competition from foreign seafarers.

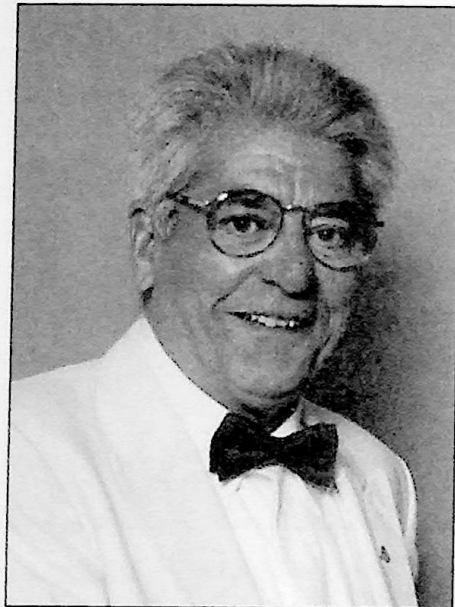
"British officers have in the past had a strong reputation for being the best in the world," Mr Woods said. "While they are still very high quality and supremely professional, a number of other nationalities are now just as good."

He agreed that it would perhaps be better to train fewer cadets if jobs could not be found.

Since there are plenty of job vacancies I assume that what Mr Woods is stating is that there will be no commitment to offer British cadets employment as officers because they are more expensive to employ than foreign officers! No doubt Alastair Darling will fully understand the unminced words emphasising that the need to "reduce employment costs" is more important than honouring the training commitment of the tonnage tax and the proud heritage of the British Merchant Navy!

OBITUARIES

Peter A H Kelly



Peter was born in India on the 1st September 1934. His Mother and his older brother both died while he was still an infant when he was sent to St Joseph's College in Naini Tal, in the foothills of the Himalayas, to be educated by the Christian Brothers.

After completing his formal education in 1949, nicely timed to coincide with independence, the family returned to England and Peter immediately commenced his pre sea training at the London Nautical School. After some eighteen months of marine based curriculum and long days spent messing about in boats in the Surrey Docks, he was ready for action!

He served as a Cadet with Athel Line where his thoughts of walking the Bridge with a Brass Telescope under his arm were soon dashed as the realities of onboard routine made their impression. He at one time during that period of his career was engaged on the run from the Persian Gulf to Haifa - southbound through Suez, but once loaded, due to the politics of the day, returning via the Cape of Good Hope.

After completing his service with Athel Line he spent some time on the coast with Shell/BP followed by NZS and the cable layer of Telcon. He was second officer on this ship when the Duke of Edinburgh was entertained onboard and his particular duty was to attend to the comforts of the Duke's personal detective another Peter Kelly!

Passing for 'Mate' he transferred his affections to the Union Castle Line and it was here that he discovered South Africa and carried an affection for that country, and it's beauty, for the remainder of his life. Upon obtaining his Masters Certificate in

1962 he joined Saf'marine where in 1965 he was appointed to his first command, the *Constantia*.

Two years later came his assignment to the London District Channel Pilots.

A career span of some twenty eight years followed during which time Peter accepted every 'class' that came within the mandate of the system, spending the last nine years as one of the designated berthing pilots based at the Shell / Coryton / Canvey Oil Terminals. He served his colleagues well, being actively involved in both the technical and political forum and was the Chairman of his local committee throughout the long and often complex negotiations during the parliamentary debates leading to the eventual formation of the CHAs. This experience led him to view our politicians in a very unfavourable light!

The insecurities of the middle and late seventies enabled Peter to lend his talents to other pilotage areas - he served at Jeddah, Tripoli, and the Gulf States for periods of two or three months at a time, thoroughly enjoying the experience and grateful for the opportunity.

He was a man of many interests and involved with a number of organisations, to all he gave of his utmost dedication. He was a member of the Honourable Company of Master Mariners.

A very fine sportsman in his earlier days, he excelled at most ball games, being particularly proficient at Badminton and Squash, and pretty darn good at Cricket and Boxing too! He played Golf to twelve handicap in his best years, and even during his latter days always spent a week in Portugal every spring, where with the aid of a Buggy he could face you on equal terms.

Peter retired prematurely due to a heart condition with resulting breathing problems.

Peter leaves behind his wife, Barbara, to whom he had been married for 48 years, two children, Stephen and Susan, and four grandchildren. He will be greatly missed by both his family, friends and colleagues.

It was a fitting tribute to his memory That nearly four hundred attended his final voyage to pay their respects.

Charles Parfitt

Harry Frith OBE

It is my very sad duty to report the death of Harry Frith OBE, although I doubt anyone who has even a slight knowledge of UK Maritime Pilotage is not already aware of our sad loss. Harry passed away peacefully,



after a short unexpected illness at the end of July 2002, and was laid to rest in Colwyn Bay on 2nd August, attended by many Pilots and dignitaries from the Maritime Pilotage world, both past and present and from all corners of the U.K.

Born in 1926, in to a world about to be plunged in to the 'Great Depression', Harry lived his formative years through those trying times and completing his education at the 'North' Manchester Grammar School, he went to sea as a cadet with Bank Line Ltd. In 1942 he joined the Cunard Line and was plunged straight in to the Battle of the Atlantic. After that great conflagration Harry served as a navigating Officer with Ocean Weather Ships before being accepted as a Helmsman on the Manchester Ship Canal in November 1948. Gaining his 2nd Class Pilot's Licence in April 1954 and his 1st Class Licence in November 1955; Harry gave exemplary service on the Ship Canal until his retirement in 1991. During his years as a 1st Class Pilot he was appropriated to the ore carriers of B.L.S.C. (Ore) Ltd from 1965 to 1972, possibly the most difficult class of ship to navigate in the Canal. He was also appropriated to the Grimaldi Lines Ltd from 1973 to 1980. They specialised in converting, (not very well!), old cargo ships in to strange looking, and acting, car carriers. The appropriated Pilots were the 'crème de la crème' of their day, but I doubt anybody envied Harry his appropriations very much. On the few occasions I was privileged to work with Harry, not only did I enjoy the job; I never failed to go home without a feeling of having gained more than I had given, such

was the nature of the man.

On the occasion of the first visit of the ore carrier *Ravenglas* to the Ship Canal, Harry had piloted the ship as far as Runcorn and was entering the tightest bend on the Canal, when in to the wheelhouse stepped a man in a dirty white boiler suit brandishing a large adjustable spanner. Perspiring profusely the Chief Engineer, (for it was he brandishing the spanner), knelt beside the engine telegraph and promptly commenced loosening the large brass nuts which secured it to the deck. When asked what he was doing he replied, "The Pilot likes this d***d thing so much he can take it home with him!" In his quiet, well-modulated voice, Harry asked the Chief if he would please just look out of the wheelhouse window before he totally dismantled the engine telegraph. One look at the ship's bow swinging over the wall dividing the Ship Canal from the river Mersey was quite enough to send the Chief back to his domain and ensure crisp and uncomplaining engine movements from that moment on.

That is but one story told of Harry's days as a Pilot, but these are the bare bones of Harry's bequest to Pilotage. Within a year of gaining his 1st Class Licence Harry threw his hat in to the political arena, where it was to remain until the time he retired. He represented the interests of the Manchester Pilots from 1956 until 1969, and he became Chairman of the Manchester Pilots Association and Branch Secretary of the Marine Pilots Branch of the T&GWU. Such was his exemplary work with the T&GWU that he became the first, and as far as I am aware, the only Pilot to be awarded a long service medal from that body, He was very actively involved in the amalgamation of the Marine Pilots Branch with the then U.K.P.A. and was elected to serve as a Trustee Director of the fledgling Pilots National Pension Fund, where he also served with great distinction as Chairman for many years. His perspicacity and integrity in all his political work gained him an invitation to serve on the Advisory Committee on Pilotage, which in turn resulted in his being appointed, by the Secretary of State for Transport, to the Pilotage Commission, the body responsible for the oversight of all U.K. Pilotage.

Harry's tireless and unbroken work on behalf of U.K. Pilots and Pilotage was finally recognised in 1988, when he was honoured by Her Majesty the Queen with the Order of the British Empire. It may be sometimes felt that some recent honours were given for little obvious good cause. It has to be said that in Harry's case the Honour was most richly deserved and it would not have been amiss had the accolade been greater. The work he did over the years to raise the profile and professionalism of marine Pilots is

incalculable. In the current climate, (and I use the detestable modern phrase advisedly), of 'dumbing down' the profession of marine Pilot, we could sorely use a person of Harry's insight and persuasive clarity. I doubt we shall see his like again in my lifetime and the hard won professionalism of marine Pilotage in the U.K. will be the poorer for that.

I think I can speak on behalf of all U.K. marine Pilots, and certainly on behalf of all Manchester Pilots past and present, when I offer our deepest sympathies and heartfelt condolences to Harry's wife and lifelong companion 'Bobbie', his son Peter and his two daughters Claire and Jane. He will long be remembered with affection and gratitude and his legacy of benevolent influence will continue to affect us all for many years to come.

*Dave Jackson
Manchester District Secretary*

John Duncan Norie



Captain John Duncan Norie RNR (Ret'd), FRSA, was licensed as a River Thames Pilot in December 1945 and retired under the River Pilots' Half Pay Scheme in December 1976. He died in hospital in Bournemouth on the 12th September after a short illness.

He had a very interesting career and was a man of great diversity, not only did he enjoy piloting but he had many interests varying from ornithology to English ceramics. He was a founder member of the London Pilots' Council and fought long and hard in the battle known as the River Pilots' Reduction in Acts case. This eventually led to Messrs Carslake & Lawrence being appointed to undertake a Time and Motion study on the river pilots. This study and the appointment of more pilots meant that there was a better quality of life, better working conditions and led to a properly established sick and leave scheme.

John was born in Cardiff on the 28th June 1915. He went to nautical school when 14 years old and served his apprenticeship in Reardon Smith's. After obtaining his Second Mate's Certificate in 1936, the height of the Depression at sea, he tried several jobs ashore, salesman, policeman, working at a wine merchant's and checking football coupons in his spare time, for extra cash! He obtained his Mate's Certificate before the war and, in 1940, was Second Mate of the Anglo Saxon tanker *Anadara* which was torpedoed by *U-59* (Lieut. Matz) 300 miles NW of Instrahull in the Convoy OB205. The *Anadara* managed to limp back to the Clyde with the second largest hole knocked in a vessel that survived.

John's career changed with the 1939-45 War when he was called into the Royal Navy. He went to Greenwich for Navigation and then Chatham for Gunnery and Demolition before going to Dunoon for specialist ASDIC training. He was based at Scapa Flow for secret underwater work and then Portland when it was the most bombed place in Britain. Then it was the Mediterranean to join Force 'H', afterwards to India where he finished off in command before returning to England on the *Stratheden* in June 1945. Eleven days later he married Phyllis at the Savoy Chapel in London.

During his pilotage career he was, from 1960 to 1976, the Selected Pilot for Houlder Line and was always ready to assist any new trainee pilot or anyone who asked for advice. He was a founder member of The River Thames Pilots' Society and, despite living in Dorset, always tried to attend the quarterly luncheon. Both he and Phyllis attended every Christmas Ladies Luncheon except for last year when they were in China. He was also a loyal supporter of the Honourable Company of Master Mariners and was always ready to submit written articles on or about any of the organisations he belonged to or about his experiences.

Daniel I McMillan

Pensioners Deceased May 2002 to July 2002

BCA Evans	<i>Liverpool</i>
TG Hoggan	<i>Clyde</i>
PEW Moxon	<i>Humber</i>
B Munday	<i>London ~ Medway</i>
FR Taylor	<i>Wells</i>
PJH Tebay	<i>Liverpool</i>
JD Thomson	<i>Forth</i>
J Wilson	<i>London ~ Cinque</i>

LETTER

The editorial in the July issue states that "... 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 ...". ABP would beg to differ. On the 26th January at a stroke they achieved their objective with the destruction of organised pilotage on the Humber utilising the knowledge and gleeful dedication of our former unlamented Chairman, plus the active cooperation of the DTLR and a dozen or so HPL renegades. They have substituted proven worth with a well documented shambles. We now have ABP's so called "pilots" working under contractual arrangements that would have gratified a 19th century mill owner. Their levels of remuneration, working regime, loss of pensions etc. will greatly enhance ABP's bottom line. ABP's pilots will do what they are told, for what ABP deign to offer. Career structure and tenure of employment are impossible to discern. All of the aforementioned is absolutely comprehensible to the short-termism that pervades Port House. In a few years the management who devised this object lesson in control freakery will, thank God, have departed. However, the problems you so eloquently outline will remain.

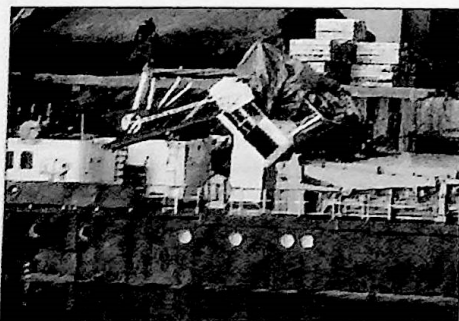
One final point, of the 20 Humber pilots mentioned in the retirements column in Jan Lemon's final contribution, only 13 are retired from pilotage. The other seven, having signed undertakings with their former colleagues, are now dishonouring those undertakings and the former Humber service, the same service of which they once proclaimed proud and loyal membership. They richly deserve our enduring contempt.

Brian Watson,
Humber Pilot 1967 - 2000



HUMBER LATEST

Since my last report in July, the situation on the Humber remains unchanged. There are continuing reports of poor quality pilotage from visiting shipping and I understand that one tanker owner has sent



warnings to its masters that extra vigilance of ABP pilots is required. There have been several incidents including a serious one where the Master of the coaster *Maria H* was injured when the vessel collided with Keadby Bridge causing the damage shown. The bridge of the vessel was subsequently scrapped and replaced.

There has been a continuing catalogue of minor collisions and groundings but there is no way of telling whether or not these will have any impact on insurance premiums for vessels trading to the Humber. I'm sure that the insurance industry will be monitoring the statistics carefully. An MAIB report has been published concerning the collision between the ABP training ship *Arold* and the *Anjola*.

The collision occurred in a bend on the Trent when the *Arold*, with a number of ABP pilots under training and moving downriver, met the *Anjola*, inbound, upstream from Flixborough. Passing on a tight bend, the training ship took a sheer after "smelling the ground" and the two vessels collided. The MAIB report into the accident suggests that the accident was contributed to by the decision of the *Arold's* pilot to pass the other vessel in the bend of the river and the vessel sheering out of control because of its proximity to a bank or shoal.

The report notes: "that ABP has taken 'several steps' in an attempt to prevent a recurrence, with more pilot training on the problems of bank effect and the importance of communications. Vessels are now urged not to pass each other in river bights." Despite the above the DfT seems totally unperturbed and apparently remains entirely satisfied that APB are fully compliant with the Port Marine Safety Code.

The HPL / ABP employment tribunal is still set for November and I hope to have a full report for the January issue.

Latest information is posted on the HPL website: www.humberpilots.com/

Full report of *Arold / Anjola* collision: <http://www.maib.dft.gov.uk/reports/pdf/anjola-and-arold.pdf>

PORT SKILLS & SAFETY

As I mentioned in July, PSS has now replaced BPIT as the training body for UK ports. No further information has been received about this organisation and apart from designing a logo the PSS website remains pathetically dormant! The T&G (which had been represented on the Board of BPIT) has still not been able to establish representation on the PSS board and for this reason Norman McKinney advises that until the question of union representation on the Board is resolved any

pilot, who may be approached individually, should decline any invitation to membership.

ERRATUM: TIM HOOPER



Photo: John Jones News Photography

In the July issue I captioned the above photo with the statement that Tim Hooper was being prosecuted for refusing to train ABP's new pilots. This was factually incorrect although the real story is probably even more concerning. Tim informs me that he was actually serving as Master on a coaster and ABP Humber had been happy for him to bring the ship into the Humber without a pilot. Prior to departure, ABP Humber refused clearance to sail without an ABP pilot, despite the fact that Tim was still an authorised pilot. ABP allegedly maintained that as Master of a ship his authorisation was no longer valid and since he did not hold a valid PEC he must take an APB pilot. Tim refused and sailed without the ABP pilot and was prosecuted by ABP. The case was heard on the 22nd October and in a victory for common sense Tim was totally exonerated and given an absolute discharge. At the time of going to press the written verdict is not available and ABP may exercise their right to appeal, so I will provide full details in the January issue.

JODY F MILLENNIUM

Following my feature on the *Jody F Millennium* in the July issue, I have had quite a bit of interesting feedback. The official NZMSA report was due to be published in the summer but due to the complexities of the case was delayed. However, I understand that the report is now imminent so I hope to be able to publish the findings in the January issue. Website link: <http://www.msa.govt.nz/>

THE LAST MUSTER

Following John Tebay's account of *The Last Muster of Liverpool Pilots on the eve of the change over in 1988*, John Curry sent me the Invitation Card, Menu and Order of Service issued at the time. I feel that John's poem written for the occasion, and printed on the reverse of the Menu nicely sums up the mood at the time.

Guardians of the dawn

Centuries long,
The river has flowed
Through an hour glass,
Carrying in suspension
The sands of time.

Tides have turned,
Carrying our changes of fortune,
All our histories.
Gull-shades of our ancestors
Swoop on dark estuarine waves.

We men of the dawn
Came from seawards.
Learning the river's ways,
We mastered
Our business in her waters.

From the bridge,
We have seen
Calm seas, prosperous voyages,
Tempests, and have heard
Bell-buoys tolling in the storm-torn night.

Now, on the eve,
On the flood of another tide,
How fares the wind for Liverpool now?

We must set another course,
There's a new dawn breaking.

John Curry

In the July issue of *The Pilot* the Last Muster article containing John Tebay's list of Liverpool pilots who transferred to the Humber somehow omitted to mention **Graham J. Wood**. Please let me know if there are any other pilots who should have been included.



Liverpool Pilots Association

You are invited to
"The Last Muster"
A Celebration Dinner & Dance
in Honour of 222 Years Service to the Port of Liverpool
on Friday 30th Sept. 1988
at the Grand Hall.
The Colonades, Albert Dock, Liverpool
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THE PILOT

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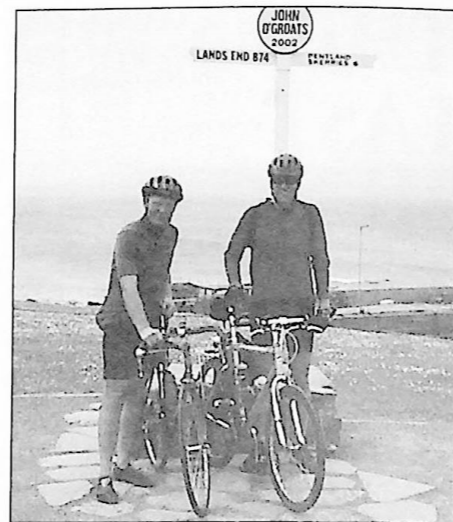
The views expressed in letters, articles and advertising in "The Pilot" magazine are those of their authors and do not necessarily reflect those of the UKPMA.



Nick, Peter & Craig at Land's End

LAND'S END TO JOHN O'GROATS!

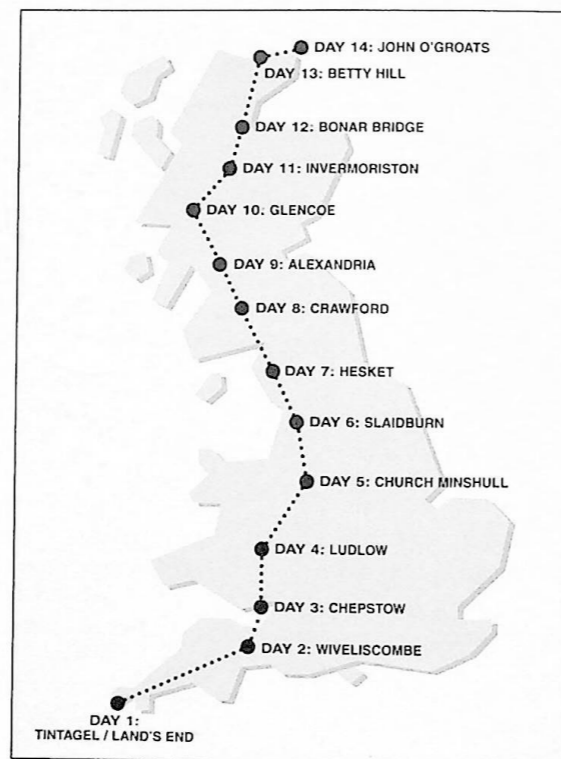
London pilot Nick Benson fulfilled a lifetime's ambition last May by cycling 984 miles from Land's End to John O'Groats. Accompanied by his brother Peter and a friend Craig Nielson they raised over £3000 for various charities. The following is Nick's own account of the journey which was mainly undertaken in miserable wet and windy weather!



Peter and Nick at John O'Groats

Peter and I had always said that we would do the "end to end" when we'd retired but this year, upon reaching fifty, I decided that we should do it now whilst we were still fit enough! My brother Peter agreed with the plan and our friend Craig Nielson decided to join us. Having planned the journey we decided that we could manage around 70 miles per day which would make the journey about two weeks long. The first couple of days were really hard as it rained a lot and Devon and Cornwall are very undulating (bloody big hills!). Having set our daily mileage higher during the first week we all suffered the inevitable sore backsides and the wet weather didn't help! Out of the fourteen days, only six were dry and surprisingly four of those were in Scotland where we even got the sun cream out. We stayed overnight in B&B's and most of these were very good. In particular, Pages Farm at Slaidburn greeted us with tea and cakes and also did our washing. One of the good things about the ride was that we could eat as much as we wanted without having to worry about putting on weight, so we always fuelled ourselves up with an enormous breakfast before starting out each day. During the first week our beer consumption was very modest but as we became fitter and more confident of completing the journey it increased dramatically!!

The best scenery on the route was between Cromarty Firth and Dornoch Firth on the B9176. We came over the "Struie" and the view of Dornoch Firth looking towards Bonar Bridge was stunning with brilliant colours in the sunlight (everything looks better in sunshine!). And how did we get back? Well, perhaps after a "few too many" back at our local pub, *The Crown and Thistle* in Gravesend, Phil Rush, the joint owner had rashly agreed to make the 1450 mile round trip to pick us up. We were extremely grateful to him.



Pilots' Golfing Society

The twenty-eighth meeting of the Marine Pilots Golfing Society took place at Caradon Park hotel North Wales on the 2nd 3rd and 4th of September 2002 in the most glorious of weather.

Twenty four golfers from eight ports took part ie Milford Haven, Bristol, Manchester, Liverpool, Forth, Tyne, Tees, and the Humber.

Winners were as follows:

- Manchester Salver *Bill Fairbairn (Tees)*
- Hawkestone Cup *Iain Cumming (Forth)*
- Pilots Cup *Mike Cramond (Forth)*
- Jim Purvis Memorial *Bill Fairbairn (Tees)*
- Nearest Pin *Peter Bean (Tees)*
- Wilmslow Cup *Tom Purvis (Tyne) & Peter Bean (Tees)*



Bill Fairbairn receiving the Jim Purvis Trophy



Tom Purvis and Peter Bean receiving the Wilmslow Cups

Next year we meet at Puckrup Hall, Twckesbury on the 7th 8th and 9th of September.

Anyone who is intrested in joining please contact me Peter Ryder on tel 01646 600711, email PILOTLIGHT10@hotmail .com

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United Kingdom Maritime Pilots' Association

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