

THE PILOT

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Editorial

At the time of writing this editorial the EU is in turmoil following the rejection of the proposed constitution. Having been over in France at the time the electorate decided "Non" it was interesting to note that almost immediately the unelected and unaccountable Commissioners decided that because the vote had not gone as anticipated then it should be ignored and that ratification should continue regardless! This arrogant attitude reveals the detachment of the Commissioners from the reality of the situation that many of the arguments that convinced the French and Dutch to vote against the constitution were based on concerns that the Commissioners were becoming too powerful and ignoring fundamental democratic principles.

For pilots such rejection of democracy has been in evidence since the MEPs and the EU Parliament overwhelmingly rejected the Ports Directive and the Commissioners decided to ignore the reasoning and re-introduce it again virtually unchanged as PP2 in anticipation that they would be able to force it through with the votes from the new member States. Fortunately the "No" vote has resulted in such antics being exposed to greater scrutiny and there are signs that in the face of potentially damaging headlines over threatened strike action in EU ports, when the Directive was re-submitted on the 15th June, the Commissioners decided that the imperative need for this directive may not be so pressing after all and have accepted in principle that member states are best placed to decide their ports' policy!

The UKMPA as part of the EMPA lobby group were present in Brussels and the safety arguments against PP2 have been coherently presented and should this directive be finally buried then your subscriptions will have helped to defeat the greatest threat to pilots' livelihoods since the 1987 Pilotage Act.

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WATCHKEEPER FATIGUE

Although pilots in the UK frequently have antisocial shifts the issue of fatigue seems to be generally well managed (except perhaps on the Humber!) by rosters which have evolved over time in most ports to provide a compromise between productivity and adequate rest. This fact seems to be borne out by investigations into pilotage incidents which have not identified fatigue as a statistical cause. Further confirmation is that fatigue has not been raised as an agenda issue at conference except in relation to verifying compliance with the Working Time Directive. Having made that statement it doesn't mean that we should ignore the issue of fatigue since an increasing amount of research places pilots in the highest zone of those at risk from the cumulative effects of disruption to sleep patterns. These effects are mainly an enhanced risk of heart disease, obesity and depression. Regrettably, as we all know, these effects, coupled with the high stress levels associated with pilotage, have resulted in pilots suffering above average levels early retirement and premature death.



Our coasts are littered with the results of maritime fatigue

Following my April 2005 editorial, I received some feedback questioning the validity and accuracy of my statement regarding the out of court settlement between Milford Haven and the International Oil Protection Compensation Fund 1971. Although I am a volunteer editor with a zero research budget (cue for sympathetic violins!) I do try to ensure accuracy and in this case the source of the information was a press release from the IOPCF which can be read (and is well worth reading!) in full at the following web address:

www.iopcfund.org
pr-pdf/sea_empres.pdf

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For many years pilots, whilst acknowledging that modern on-board equipment has made navigation in pilotage waters safer, have argued that compulsory pilotage should not be reduced because as new technology has been introduced the consequent reduction in manning has more than cancelled out any safety advantages achieved by such technology. This argument has of course been fiercely opposed by the shipping industry and some ports who always perceive compulsory pilotage as an expensive and outdated anachronism!

However, the statistics cannot be disputed and fatigue amongst seafarers is now a major cause of groundings and collisions and at last there is a spotlight being shone upon shipboard practices which is revealing a murky world of unethical practices which until now have prevented the reality of seafarer fatigue from being exposed to the public gaze.

Much of the focusing of this spotlight has been undertaken by the MAIB who are to be congratulated in their persistence over the last few years in placing the issue on the agenda at maritime forums and this perseverance is now at last producing recognition that a serious problem exists.

The results of a specialist survey undertaken by the MAIB, in conjunction with Qinetiq Centre for Human Sciences, into the six-on / six-off watch system operated by deck officers on many vessels make for frightening reading.

Such is the concern of the MAIB over this issue, they have taken the unprecedented step of including a special report on their survey in the Safety Digest 1/2005

One aspect of this survey looked in detail at 19 groundings where the on-board watch patterns were identified and the statistics from those 19 groundings revealed two key facts:

- 68% of the vessels were operating a 2 watch system
- 100% of the groundings between 0000 - 0600 were on vessels operating a two watch system.

Using an assessment programme based on one used for aircrews the MAIB survey model analysed the typical working pattern of an officer on a 12-6 watch on a 2,000grt ship. Even when not subjected to extra duties in the off watch period the model indicated that "dangerous" levels of fatigue were reached after as little as two to three weeks.

The MAIB report states that the "...survey serves to reinforce the MAIB's long-held belief that fatigue, brought on by minimal manning and arduous watchkeeping and operational routines, is endemic at sea, especially in the short sea trade".

The report also states that:

A number of the accidents in the study were caused as a direct result of a lone watchkeeper falling asleep, but fatigue was a factor in many more of them. Long before a watchkeeper has reached the stage where he cannot keep his eyes open, fatigue is affecting his performance. It can cause the following:

- *Inability to concentrate, including being less vigilant than usual*
- *Diminished decision-making ability including:*
 - *Misjudging distance, speed, time etc*
 - *Overlooking information required for complex decisions*
 - *Failing to anticipate danger*
- *Poor memory, including forgetting to complete a task or part of a task*



MV Coastal Bay

- *Slow response, including responding slowly to normal, abnormal or emergency situations*
- *Reduced competence in interpersonal dealings*
- *Attitude change, including:*
 - *Being too willing to take risks*
 - *Displaying a "don't care" attitude*
 - *Disregarding warning signs*

The data used in the safety study, especially that associated with grounding accidents, indicated a strong link between fatigue and watchkeeping arrangements.

In its "Lessons" summary the report includes the following two specific recommendations:

- *Minimum safe manning levels need to be increased so that each seagoing vessel of over 500gt has at least a master and two bridge watchkeeping officers.*
- *Masters and owners should ensure that a vessel does not leave harbour unless all the watchkeepers, including the master where appropriate, are well rested.*

NUMAST has taken up the issue and been running a major campaign recently to highlight the problem. Further to data received from the MAIB survey, NUMAST are supporting research by Cardiff University's centre for occupational and health psychology sponsored by the MCA and H&SE. This is a major survey which is due to be completed in September 2006 and is surveying seafarers in three sectors, deep sea, offshore and short sea.

THE EU WORKING TIME DIRECTIVE?

In order to address the problem of fatigue at sea the EU included seafarers in the WTD in July 2003. Despite much resistance from shipowners the directive rules that seafarers should work no more than 14 hours in any 24 with a maximum of 72 hours in any seven day period. They are entitled to 10 hours rest in any 24 hour period with rest of 77 hours in any seven day period. The rest period may be divided into two periods but must include at least one period of 6 hours and the interval between consecutive rest periods must be no longer than 14 hours.

Having worked the 12 -6 watch myself as Second Mate in the 1970's for 4 -6 weeks at a stretch my observations are that these WTD working rules, if adhered to, would result in a reasonably safe watchkeeping regime. The problem is that the rules are not being adhered to and up until now no one has really shown any interest in enforcement. Indeed, evidence seems to indicate that whilst all companies now issue instructions to their Masters that working hours must be compliant with the WTD some companies unofficially, actively discourage the Master to actually follow the regulations. The compliance instructions obviously remove the potential for liability from the Owners but leave the Master literally between the rocks and a hard place! The Master is always under pressure to sail and regrettably there is evidence to support the claims that if a master delays his ship for the purposes of resting the crew he will rapidly be replaced by a Master who is prepared to interpret the regulations in a more "flexible" manner! From a practical point of view there are frequently pressures on berth availability which may force a master to sail anyway and anchoring is not really a solution since normally an anchor watch will need to be kept so the vessel might just as well be on passage.

There are of course exceptions and I have piloted many coasters where the owners request the master to ensure that the crew are sufficiently rested in accordance with regulations and will never query his decision to remain alongside a berth for rest. I have also piloted other small vessels where, although the vessel is not subject to compulsory pilotage a master has taken a pilot in order to catch up on rest for himself.

It is of course an appalling situation where such good practices are undermined by a significant number of operators who whilst writing instructions on compliance will penalise or threaten a master who actually seeks to operate within the law. The situation is also not helped by the practice by some companies of offering the master additional payment for self piloting his vessel thus providing a financial incentive to stay on the bridge although he may be dangerously fatigued. Most VTS centres will have records of desperate attempts to alert non-piloted vessels that are standing into danger. Although it is obvious that these navigational errors are a result of the master or watchkeeper falling asleep there is always an excuse other than fatigue provided by the master and some of these can be very imaginative and occasionally amusing. Insects of various varieties and grades of malevolence are a popular reason for causing distractions to the OOW but in all cases the watchkeeper is always effusive with thanks when alerted to the danger! Unfortunately outside areas covered by VTS (and occasionally within) the OOW fails to awake and the results are yet another wreck on the coast or a collision. It is the investigations into these incidents that has revealed the problems of fatigue

INSPECTIONS & ISM

The point is often argued that vessels need to show records of compliance with the WTD as part of their ISM procedures and it is true that "official" records of inspections will reveal that vessels are complying with the WTD and that there is no problem.

How can this happen? Well, "flogging the log" is still a thriving practice and I have had masters admit to me that they keep one set of records for the inspectors and another for the office for the overtime! I have also heard a story of a company sending a computer program to cover shipboard ISM requirements and in the section for recording working hours, if hours in excess of those permitted by the WTD were entered, the program refused to accept "illegal" data and requested that the operator enter correct data!!

IS THE PROBLEM BEING EXAGGERATED?

The reason that a formal survey is being undertaken is a direct result of the hidden picture revealed by MAIB investigations.

A survey by NUMAST amongst its members, who one would expect to be working on fully compliant vessels, revealed the following statistics:

- 2% of masters and officers were clocking up 16 or more hours per day
- 2.4% worked in excess of 100 hrs per week.
- 29% did not regularly obtain 10hrs rest in 24
- 12% failed to get at least 6 hrs unbroken rest in 24
- 27% worked 15 or more hours continuously
- 20% spent 4 or more hours on additional duties.
- 50% felt that their working hours presented a potential threat to their personal health and safety
- 30% felt that working hours presented a danger to safe operations on board.

Obviously, being statistics, these figures need to be put in context since they represent those who responded to the survey. NUMAST



MV Cita

does not detail the respondents as a percentage of the membership but it is obvious that those who are working non compliant hours are more likely to respond than those who are on fully compliant vessels. Despite this the survey does reveal a disturbing picture of non compliance with the WTD and another important finding of the survey was that only 7% stated that their hours had reduced in the last 5 - 10 years where a massive 51% reported an increase in working hours over that period.

Could these results be put down to members disgruntled with their lot and therefore be unrepresentative?

The following represents the findings of a researcher who spent fourteen days on board a 3500dwt mini bulker, with only two watchkeepers, during which time the vessel visited ports in Holland, Sweden, Germany, Belgium and Portugal.

"Both men were working six hours on, six hours off on a four months-on/two months-off work/leave pattern. The standard working arrangement for the deck officers was therefore 12 hours a day, seven days a week for four months without a break.

Whilst such a working schedule appears patently excessive by onshore standards, 84 hours a week is actually very much the best case scenario for seafarers working a six-on/six-off two man watch.

The captain in particular would frequently work from the start to the finish of a port visit without sleep, a stretch of as long as 24 hours. With only two officers to cover a 24 hour watch there was no 'slack' in the system - if one of the officers was unfit to work the other officer was forced to cover, putting an immense burden of duty on both seafarers.'

The researcher said it was clear that excessive job demands had been woven into the culture onboard ship. The deck officers on the vessel were expected to work 12 hours a day - which failed to account for the fact that one or two hours of paperwork would routinely have to be done in supposedly 'off-duty time.'

The study identified a number of factors which come together to make working on a mini-bulker particularly demanding:

- Short port stays, leaving no time for rest or recovery before heading back out to sea
- Frequent port visits
- Changing cargo types placing extra demand on the crew to prepare the ship accordingly
- Only two officers to cover a 24-hour watch
- Longer pilotage
- Unpredictability of 'tramping' from port-to-port, which can be stressful and makes planning sleep and rest periods difficult

"In terms of understanding seafarers fatigue, therefore, where working hours might often appear the obvious culprit a more sophisticated approach is required' which sees excessive working hours as potentially symptomatic of a poor solution to the port-versus-sea 'crewing conundrum'," the report concluded.

As the researcher left the ship at the end of the study, the master appealed to him to highlight their conditions. "Something's going wrong," were his parting words.



MV Mulheim (*suspected fatigue*)

SHOULD PORTS BE INVOLVED IN THE DEBATE?

The ports are obviously reluctant to become involved in this issue. Already, the owners of small vessels feel port charges such as pilotage more than larger vessels and ports have addressed this either by subsidising the charges applicable to small vessels from the revenue obtained from the larger vessels or by excluding small vessels from compulsory pilotage altogether. Regular traders will usually be issued with a pilotage exemption certificate. The factor of fatigue is not addressed because if the master declares compliance with international and local regulations then the attitude is that the vessel will be manned in accordance with regulations so fatigue management is a matter for the Master and therefore not relevant to a vessel's visit to the port. But, is this a neat excuse for avoiding the issue? Under the UK's Harbours Act a Harbour Authority has a "duty of care" to all shipping and infrastructure within its jurisdiction. Despite the fact that a Master may declare that his vessel is compliant with WTD regulations it may become evident that the vessel is in breach of the WTD. If we take the case of a two watch feeder containership, the master will normally keep the 6-12 watch and if he is the only PEC holder for a port he will be required to be on the bridge at all times whilst in port limits. This vessel might report at the outer limits of a port at 0400 and berth at around 1000. Typically this class of vessel will turn around in about 5 hours so will leave around 1700 and therefore clear the port limits at around 2300. With both master and mate required for berthing and port work neither can possibly comply with the WTD and both will be fatigued. If the master fell asleep on the outward passage and the vessel ran aground or had a collision could he hold the port in any way liable because since the port's records are capable of identifying a breach of the WTD could the port be found to have failed in its duty of care by permitting the vessel to sail? I would be interested to know the thoughts on this from any lawyers amongst you.

WHAT CAN PILOTS DO?

Whilst piloting a vessel, if a pilot becomes aware that fatigue may be a problem the pilot can be placed in an awkward position if the Master tells him in confidence that he is suffering from fatigue. The Master/Pilot relationship could be weakened if the pilot immediately reports the fatigue to the Harbour Master but there is a duty to report the matter in the interests of safety. The port may find it impossible to take any action if the Harbour Master visits the vessel and the Master shows false documents indicating compliance with rest regulations. Likewise if the MCA are called to inspect the vessel, again the Master may be reluctant to reveal a

true picture and have the vessel detained. In such a case the best solution would appear to be to obtain as many details as possible from the Master and report the matter to CHIRP. By using the RISAP inter pilot reporting facility other ports can be alerted to the problem and if sufficient data is obtained then the confidential and anonymous CHIRP process would probably be able to confront the owners without jeopardising the Master's position. In the case of exempt vessels the problem is more difficult but if a vessel appears to be displaying symptoms of being under the command of a fatigued PEC holder then the HM and the MCA should definitely be informed.

CONCLUSION

The fact that this issue is now receiving serious attention is welcome but it is not going to be easy to change the status quo and already pressure is growing to prevent the matter being raised at the IMO. The current situation is summarised in the following edited extracts from a Lloyds List feature (2nd June) entitled "go on, stop on"

"There is no doubt in the minds of the MAIB inspectors who have ploughed through the causes of some 1,600 accidents over a 10-year period that "poor manning levels and fatigue were major causal factors in collisions and groundings".

"It is an anachronism in the 21st century", Admiral Stephen Meyer points out, "that seafarers are falsifying their timesheets to prove that they are working ONLY a 98-hour week. And many of these seafarers work every week, without a break, for between four and nine months before getting leave".

There is equally no doubt that the operation of ships with a Master and mate alternating 6-hour watches is a recipe for disaster, even though it is a practice that has been widely used in the short sea trades, often, and illegally, without even a lookout during hours of darkness.

There is conclusive research to point to the rapid onset of fatigue aboard ships operated in such a fashion. There is, in fact, no reason for such a way of working to be perpetuated, and the MAIB has made it clear that it considers this way of ship operation is downright dangerous.

It is also interesting to note that the MAIB is regarded with great respect for its independence and could form a "model" for other casualty investigation systems in both European countries and elsewhere.

But issues of fatigue and manning levels cannot be confronted at a national level. The International Maritime Organization needs to take the matter forward as a matter of urgency.

Which makes it quite mysterious that a UK paper on this subject, in which the MAIB research featured largely as evidence, was withdrawn at the last minute from discussion at the recent Maritime Safety Committee, after pressure from the European Commission.

That's not a mystery, that's a scandal."

JCB



Jackie Moon (*fatigue plus alcohol*)

PENSION NEWS

The Secretariat

Richard, Vicki and I are still all here in Sevenoaks, enjoying the sunshine while working hard with the Trustees to finalise the 2004 valuation, review the Fund's investment strategy as well as our investment managers. All this while trying to come to grips with new pensions legislation and how it will affect the Fund means that while Sevenoaks may be somnolent the Secretariat certainly is not.

Annual Report & Accounts 2004

The Trustees' Annual Report & Accounts for year ending 31 December 2004 have been sent out to all active pilots and pensioners of the Fund. If you have not received a copy and wish to do so please contact the Secretariat on tel. no. 01732 779460.

Valuation as at 31 December 2004

The results of the 2004 valuation showed that the current contribution rate of 21% was not sufficient to cover active members' future accrual of benefit. To bring the underlying contribution rate down to the rate actually being paid and to minimise the impact on members the Trustees have decided to raise the normal retirement age for Existing Members (pilots who joined before 08.08.2002) from 60 to 65 for benefits accruing after 31 July 2005.

This does not affect benefits accrued to 31.07.2005, but means when your pension becomes payable it will be paid in two tranches; the pension based on service to 31 July 2005 which will not be subjected to a reduction from age 60 onwards and the pension based on service from 1 August 2005 which will be discounted by such amount as the Actuary shall determine, if taken prior to age 65.

Pensioners Deceased

February 2005 - April 2005

HL Abbs	<i>London-Thames</i>
I Browning	<i>Harwich</i>
SH Dickens	<i>Bristol</i>
WJ Hector	<i>London-Thames</i>
CG Iea	<i>London-West</i>
M Lee	<i>Medway</i>
DM MacArthur	<i>Milford Haven</i>
RW Owen	<i>London-Thames</i>

Investment Review

In conjunction with the triennial valuation the Trustees are in the process of reviewing the Fund's investment strategy which may involve a change in asset allocation and/or investment managers. It is a case of watch this space!

OTHER HOT TOPICS

I though I would devote part of this article to a brief synopsis of the other topics exercising the minds of the pensions' industry at the current time.

COMPULSION

Adair Turner, Pension Commission chairman, speaking at a recent annual dinner said the government must set up a fully funded compulsory pension scheme, which is his clearest hint yet that compulsion will be part of his final report in the autumn. Whereas the Prime Minister has reiterated Gordon Brown's statement that compulsory pension saving will not be introduced in this Parliament.

CONSENSUS

According to David Blunkett, Secretary of State for Work and Pensions, the government, stakeholders and the general public must work together if a consensus on future pension reforms is to be achieved.

Unfortunately Adair Turner claims that the major players in the pensions industry are standing in the way of reform because they cannot agree on how it should be achieved. Most bodies agree that there needs to be simplification and a reduction in the ubiquitous means-testing, but are divided on how to proceed. There is also divided opinion on what the state pension age should be with some in favour of increasing it to 70 by 2030 and others like the TUC and Age Concern vehemently against. (Nothing changes)

WOMEN FACE SHORTFALL

A recent survey showed that 55% of women compared to 71% of men were contributing towards a private pension scheme for their retirement. Twice as many women than men expect to retire at 60 (some of us think 55 sounds good) while more than a quarter of the males surveyed expected to work until 65.

CITIZEN'S PENSION

The National Association of Pension Funds (NAPF) believes its Citizen's Pension proposals would support the government's twin objectives of encouraging saving and extending working lives. The NAPF propose replacing the present complexity of state provision with a single, universal, flat rate payment worth at least £105 a week at current prices and rising in line with earnings. The proposed introduction date is

2010 with eligibility being determined by a simple residency test

POTENTIAL SAVERS SCARED OFF BY WIND-UPS

Research shows that UK workers remain sceptical about pensions because of media stories of victims of scheme wind-ups losing most of their savings. A recent report commissioned by the Department for Work and Pensions revealed that people did not trust occupation pension schemes.

Some 80,000 U.K. workers may lose up to 90% of their promised pension due to company insolvency. Even though the Government has set up the Financial Assistance Scheme it is widely known that the £400m set aside is grossly inadequate.

NEWS IN GENERAL

EVEN THE ACTUARIES CANNOT GET IT RIGHT

The Faculty and Institute of Actuaries Staff Pension Scheme is facing a shortfall of £4.4m. To rectify the deficit the Faculty and Institute will now make annual contributions of 29.2% plus annual payments of £400,000 for the next ten years.

RETIRING ABROAD

The House of Lords has struck a blow for Britons retiring abroad by throwing out a test case appeal by an expat to have her UK state pension increased in line with UK residents. It was determined that the annual index-linked pension increase only applied to expats living in the US and EU and not South Africa, Australia, New Zealand and many other countries.

*Debbie Marten
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IS THERE LIFE AFTER RETIREMENT?

See page 10.

Retirements

February 2005 to April 2005

G Bolton	Medway	Mar
DS Brown	Liverpool	Feb

REMEMBER

It is in your interest, if involved in any accident or injury, however trivial it may seem at the time, to inform:

**Circle Insurances Services
WITHIN 30 DAYS**

Chairman's Report

We are continuing to give our full support to Kristian Pedersen, SE Wales, during his current situation. He has had the benefit of legal, UKMPA and T&G support since the first internal disciplinary hearing made the decision to dismiss him. An appeal was lodged and regrettably the internal appeal hearing upheld the dismissal. He was accompanied throughout by the T&G representative Alan Mayne and advised by Barrie Youde on a daily basis. The T&G appointed a Mr Robin Williams of Leo Abse in Cardiff to present his case of unfair dismissal to the Industrial Tribunal and this is now proceeding.

In the meantime we are endeavouring to find Kristian other employment in pilotage in the United Kingdom and any District that is able to assist in this matter please contact the UKMPA.

Department for Transport

Our regular meetings with the DfT continue. I have raised the subject of the lack of progress with the National Occupational Standards and a question will be asked in the House of Lords. I mentioned that the abuse of PEC's is a continuing problem. In SE Wales compulsory vessels in a compulsory area are entering and leaving without either an authorised pilot or a PEC holder on board. Belfast Harbour Authority has suggested that the pilots, although employed, may be asked to work from home in order that the Harbour Authority can circumvent the Working Time Regulations. I have asked the Department to look into this.

I am hoping for a meeting with the new Shipping Minister, Dr Steven Ladyman, in the near future. Lord Tony Berkeley is arranging this on our behalf.

The first draft of amendments to the 1987 Pilotage Act have been lodged with the DfT and are now being scrutinized by their legal department.

Legal

All contractual work for Wisbech Pilots has been completed to the satisfaction of the pilots. Serious problems have arisen in Belfast. I have met with Maurice Cunningham the T&G officer from Belfast and have informed the T&G legal Director of the situation. It would appear that 5 of the 15 pilots might be made redundant as a result of the pilots no longer manning the VTS. The T&G legal department is monitoring the situation carefully, especially the idea of insisting the pilots work from home to circumvent the requirements of the Working Time Regulations. BLL is dealing with the new contract and a PEC issue for the Bristol

pilots and is awaiting a new contract being issued to the Belfast pilots. Work has been done on behalf of Inverness and SE Wales.

Please Note: At a meeting on the 11th of July 2005 with Blake Laphorn Linnell it was agreed that the existing employed and self-employed retainers would apply to ALL PORTS.

Europe

The EMPA 39th AGM was held in Sopot, Poland during the first week of June.

The election results were as follows:

President - Juha Tulimaa (Finland)
Senior Vice President

Board members as follows:

Claude Haut (France)
Chris Lefevere (Belgium)
Dieter Bloechl (Germany)
Paco Gayoso Mosquera (Spain)
Themis Daskalakis (Greece)

The new Editor of the EMPA Journal is Roger Allaert from the Belgian river Pilots.

Both Gianfranco Gasperinin, President of EMPA and Hein Mehrkens President of IMPA who died recently while in office were remembered with affection. Gianfranco's widow and daughter were guests on the last day of the conference and received the EMPA medal on behalf of Gianfranco.

The general meeting agreed to send the completed ETCS (European Pilot Qualification) code and guidelines to the Commission in Brussels for their approval. The GM did not wish the ETCS working group to continue. I therefore formed a Research and Development working group under the same UK management, namely Gareth Rees and Brian Wilson. They will continue with the outstanding work involving specialist aspects of a pilot's qualification that will not be sent to Brussels and then consider all new innovative technology that will affect pilots in the future.

It was agreed to oppose the proposed EUPP (2) (European Union Port Package) that includes competition in pilotage. Support for the MarNIS project (Maritime Navigation Information Service) was unanimous. This project will continue until 2009 and if accepted could become law by 2012. At the moment SBP (Shore Based Pilotage) has been kept out of MarNIS. Interestingly, IALA has also rejected the concept of SBP. However, it is practiced in some European ports!

I attended the Public Hearing on the EUPP (2) in the EU parliament in Brussels on the

14th of June. The majority of representatives opposed the proposed Port Package, particularly the self-handling issue. Our ship owner "friends" were their usual delightful selves in condemning pilots opposition to inclusion in the Directive. The UKMPG (UK Major Ports Group) are also opposed to the directive.

CHIRP

A board meeting was held at Shell House in London to Review the success of the Programme thus far and present evidence to the DfT for continuing to fund the programme. It was generally accepted that it should continue because evidence is available that action has been taken to improve safety following reports being submitted.

L G Cate, Chairman

Dr. Steven Ladyman The new Shipping Minister

As mentioned in the Chairman's report, the new shipping minister appointed in the post election reshuffle is Dr. Steven Ladyman. At the same time New Labour is indicating an increased importance to shipping policy since the post of shipping minister has been enhanced from a junior ministerial position to one of Minister for State.

Although not a seafarer Dr. Ladyman has at least a background of involvement with ports and shipping since he was brought up in Liverpool and early in his career spent six months in the docks as a shipping inspector for the Ministry of Agriculture. In an interview with Lloyd's List he recalls "...memories of ground nut cargoes that were heaving with maggots and Russian first mates who always felt it was necessary for the Ministry of Agriculture inspector to have several vodkas before he started inspecting the cargoes!"

With regard to his present position as Minister he states that he requested the post because "...always regarded it (shipping) as a sleeping giant of British industry which needs to be woken up a bit"

From the point of view of the UKMPA Les Cate and Lord Tony Berkely have already introduced the UKMPA to the Minister and a meeting with him is being arranged. Early indications are that Steven is going to be a pro-active Minister since he has already met with his counterparts in 14 EU states and has come out firmly and publicly against the proposals of the EU Commissioners to have a single EU voice at IMO. With respect to the Ports Directive there is evidence that although the New Labour policy is firmly in favour of competition in the market, the arguments raised by pilots and the UKMPG against PP2 are being noted. Let's hope so.

JCB

SECTION COMMITTEE

As usual your committee has been working behind the scenes in the interests of members and the following is a brief resume of their work during the last quarter.

Joe Wilson

Has been involved with Barrie Youde in preparing UKMPA's proposed changes to the Pilotage Act. He has been working on the triennial valuation of the PNF, and has had meetings with CHIRP, NUMAST and the DfT.

John Pretswell

Dealing with the on-going administration work of Secretary and Treasurer, keeping the accounts and correspondence up-to-date along with preparing paper work for the PNF trustee elections later this year and the Section Committee elections for the 2005 conference.

Don Cockrill

Since April Don has attended meetings with the following bodies as representatives of the UKMPA :-

UKSON - where there was a full and varied agenda including offshore renewable energy systems, the Sunk and Minches traffic routing proposals, an update on the PMSC review of compliance and standards (which to date appears to have stalled for some reason!) and a variety of other matters, all of importance to UK mariners.

NAV51 - attended on the first day.

MAIB - professional input into some investigations.

In addition to those meetings Don has taken James Weeden from the DfT on a piloted passage on the Thames and dealt with correspondence on pilotage standards and the PMSC with the DfT & MCA in preparation for the next working group meeting

Paul Haysom

Has had meetings with Ropner and Circle insurers to arrange new cover to replace the previous N&G policy and also bring our insurance policies more in line with current legislation.

Dave Devey - Continues valuable work in support of the HPL Humber pilots and other legal issues.

Kristian Pederson - Kristian is still an authorised pilot for SE Wales but has been suspended by ABP. As reported in the Chairman's report the UKMPA and T&G are supporting Kristian in a claim against unfair dismissal.

IMPA

Geoff Taylor

In his role as Senior Vice President of IMPA Geoff has had to deal with the sad death of IMPA President Hein Mehrkens and the following is Geoff's report on IMPA which of course ties in closely with the UKMPA Section Committee's agenda:

Some significant aspects have been our efforts to remove the term shore based pilotage from the IALA manual. This has raised concerns in the Netherlands but we shall seek to support our colleagues wherever they operate in asserting that pilotage is an activity that should take place on the bridge anything else is a lesser service and ought not to be defined using the term pilotage. Our activities at IMO are as relevant as ever and we are increasingly supported by pilots in their national delegations. Recent press reports of the new Shipping Minister, Steve Ladyman's comments on quality echo the cry we have been making for some years- what is needed in the maritime industry at large is not a set of minimum standards but a raft of quality criteria. Let us set the bar at a level that people need to stretch towards rather than duck under. The outsourcing in 1987 of the pilotage standards to a disparate array of CHAS who encompass a

whole range of standards from excellent to abysmal is one area he may wish to revisit at some stage. At the very least it ought to be possible for the PMSC to legislate away the most minimal levels of pilot qualification and monitoring

OTHER TOPICS

Our executive have a couple of committees one of which works on the grandly titled Strategic Governance which should keep us focussed in the future. Our pilot ladder committee is working steadily on a package of measures to take to IMO in the fullness of time.

I had a useful meeting with Deep Sea and Coastal pilot's Pat Brooks. She now has our policy documents on competition and is fully aware of our reasoned opposition to the EU Ports package- On that topic, we wrote personally to all MEPS with our own position paper in support of EMPA and were relieved to note that large population blocs are beginning to respond in curbing the powers of the unelected commission.

IMO Nav51 was relatively uneventful for us on issues though we watched with interest a battle over the introduction of electronic charts - rather more heat than light was generated! We attend the IMO MEPC as there are three papers on pilotage in relation to Particularly Sensitive Sea Areas (PSSAs). The rules for the creation of PSSAs are being significantly tightened, but those already approved are already through the door. We shall continue to press for a regime which will produce the desired safety outcomes (an end to competition) in Australia. The autumn will see visits to Canada and Uruguay in support of our member and regional associations there. We can not control all aspects of our world or I would not be doing this job but we can take pride and satisfaction in the fact that many of the world's pilots (around 9,000) are united under the IMPA banner and our aim is to retain the respect we have gained in past years as a very vital and productive cog in the huge wheel of world trade.

THE HONOURABLE COMPANY OF MASTER MARINERS

Founded in 1926, the Honourable Company of Master Mariners is a professional organisation for Master Mariners and a Livery Company of the City of London.

The Company aims to promote high professional standards and to advance nautical education. It administers charities which support cadet training, nautical students and necessitous Master Mariners and their dependants. The Company has an Apprentices scheme, within the guidelines of the City Livery Companies, which offers support and guidance to trainees and junior officers and is an active supporter of the British Shipping Careers Group.

HQS Wellington, the Company's prestigious headquarters ship, is moored on the Thames in central London and provides the setting for professional meetings and numerous social functions throughout the year. The Company has active regional branches within the UK.

Membership applications are invited from men and women holding a British or Commonwealth Master Mariner qualification, with or without command experience. Officers holding lower grade certificates may apply for Associate Membership, becoming full members when obtaining a Master Mariner qualification.

For further details about applications contact:

The Clerk, The Honourable Company of Master Mariners, HQS Wellington, Temple Stairs, Victoria Embankment, London WC2R 2PN.

Tel: 020 7836 8179 • Fax: 020 7240 3082 • E-mail: info@hcomm.org.uk

Website: www.hcomm.org.uk





Trinity House Photographic Competition for 2007 Calendar

Trinity House is holding a competition where everyone can contribute their own photographs of Trinity House lighthouses. Closing on 31 January 2006, the 12 winning photos will be published in the 2007 calendar.

Pictures of any of the 71 lighthouses operated by Trinity House may be submitted. The competition will run until 31 January 2006 in order to give participants the best opportunity to photograph the lighthouses in all seasons.

Winners will receive a framed copy of their entry and 3 copies of the calendar. The two best photos will also win either a digital camera or a week long voyage aboard Trinity House's working vessel, THV *Patricia*, for two people.

Further information and an entry form can be obtained from the Trinity House website www.trinityhouse.co.uk or by contacting Paul Howe, 01255 245019 or paul.howe@tbls.org.



Seafarers Ale

As part of their fund raising initiative for Trafalgar 200, Seafarers UK have teamed up with George Gale & Co Brewers to create "Seafarers" ale.

Described as "a very well balanced ale, deliberately light and refreshing with a wonderful gold colour, deceptively strong, at 4.5%, yet light and fruity," and as "the perfect accompaniment to a warm, balmy evening on the deck or patio". Seafarers Ale is now available at Gale's outlets and freehouses all over the South of England (I'm afraid you Northern pilots will have to go thirsty or come south!). George Gale & Co. Ltd will be donating 5p per pint sold to the Seafarers Charity and the initiative is also being supported by accompanying beer mats.

Raffle for a Mini

Another Seafarers UK fundraising event is a raffle for a Mini Cooper car. The following panel is the entry form which may be photocopied if you do not wish to damage your valuable copy of The Pilot! For further information on Seafarers UK -please log onto www.kgfs.org.uk.

WIN A MINI COOPER FOR £1



Trafalgar 200th Anniversary Draw

This is your chance to support Seafarers UK and win a brand new Mini Cooper

1st Prize A brand new Mini Cooper Worth £12,000 Car supplied by **SNOWS MINI**

2nd Prize! A weekend break for two

PLUS 20 runners-up prizes of the book "The Lighthouses of Trinity House"

Seafarers UK – also known as King George's Fund for Sailors – provides a lifeline in troubled waters for seafarers and their families. Over the past ten years alone £26 million has been granted to those who have risked their lives at sea.

To commemorate the 200th Anniversary of the Battle of Trafalgar and Lord Nelson's life, Seafarers UK have launched a major appeal to raise £1 million to provide "lifeline" support to seafarers facing tough times.

Each chance in the Trafalgar 200th Anniversary Draw costs just £1. To enter, simply decide how many chances in the draw you want and complete the form opposite. Please return the entire form with your remittance by **31 October 2005** to:

Seafarers UK, Trafalgar 200th Anniversary Draw
Freeport (SL1651), PO Box 1127, Maidenhead, Berkshire SL6 3BT

For every chance you take, a unique chance number is allocated on our prize draw computer (so no counterfoils are issued).

You can pay by cheque, postal order, Maestro or by filling out your credit card details opposite.

Good Luck!

Name _____

Address _____

Postcode _____

YES, I want to support the Seafarers UK Trafalgar 200th Anniversary Draw.

Please allocate me (tick as appropriate):

50 chances @ £1 each – total £50.00

25 chances @ £1 each – total £25.00

10 chances @ £1 each – total £10.00

5 chances @ £1 each – total £5.00

_____ chances @ £1 each – total £_____

I would like to include a donation of £_____

I enclose a cheque/postal order payable to **Seafarers UK** for a total of £_____

Or please deduct this amount from my MAESTRO (issue no. _____), VISA / MASTERCARD card number. Please do not send cash if possible.

START DATE _____ / _____ / _____

END DATE _____ / _____ / _____

SIGNATURE _____

CAN YOU HELP A LITTLE BIT FURTHER?

We also have raffle tickets available for the draw. If you would prefer to fill these in instead of having computer allocated chances, or would like to sell tickets to friends, workmates and relatives, please use the form below:

Yes, I wish to help further. Please send me (please tick):

2 3 5 10 Other books of tickets

Or telephone our ticket hotline on 01628 511 700

Draw date: 14 November 2005. Promoter: Jon Bourne, Seafarers UK, 81 Hatherley Street, London SW17 2JY. No ticket to be sold by or to anyone under 16 years of age. Winners will be notified by post. No acknowledgements will be issued. The winner's photograph may be recycled for future publications. Seafarers UK is registered with the Gaming Board for Great Britain under schedule 1A of the Lotteries and Amusement Act, 1976. Lotteries will be transferred to the next lottery. Please return any unused tickets. The profit from this lottery will be donated to Seafarers UK. Registered Charity Number 220446

PILOTAGE LAWS

At a time when the UKMPA are working to draw up a new Pilotage Act including provisions to incorporate the relevant sections of the Port Marine Safety Code it is timely to look back at pilotage history. The following are extracts from a paper tabled at the 1888 UKPA Conference by Commander Cawley. It is equally valid today!

I am of opinion that the whole fabric of pilotage law is so rotten and one-sided that, any attempt to renovate or patch it up would be an inconvenient and a dangerous makeshift. This pilotage question, as well as others of a pelagic nature, must be dealt with in detail by seamen, thorough masters of their profession, for in dealing with this matter immense and continuous responsibilities are involved only known to mature nautical experts.

It must be admitted that pilots were originally appointed for no other purpose than that of enhancing the security to life. I am fully convinced that it is absolutely essential to the safety of human life. I say it (and not without serious and deliberate consideration), that pilotage and the efficiency of the pilotage service plays no unimportant part in the safety of "all those who go down to the sea in ships." Where life is at stake, and its security so indissolubly and indisputably connected with this service, I, as a competent British seaman, would ask your honourable Committee to pause and consider the dreadful responsibilities that would arise if any unwise interference with this pilotage service should be contemplated and of all the dangerous and immediate perils encountered by those who travel by sea, those perils the pilots were formed to counteract and combat. It takes time to gain the ear of the thinking people of this country to the grave importance of this subject. It is connected with their safety and directly and indirectly concerns them, but, like all other matters, it requires patience and perseverance to bring it to their knowledge. I wish to preserve the pilotage system in all its present efficiency, and, where possible, make it more efficient. In doing so I am endeavoring to extend to those seamen who will come after me those great benefits of security to life which a wise generation thought fit to establish for the safety of seamen centuries ago and which is as essential now (even more so) than it was then. If it is essential that pilots should be appointed, it is also the duty of the State who appointed them that they should live in safety and in contentment and in peace.

Some may be in doubt of this great service the British pilots render the sea traveling public. I have no such doubt, in fact I am awfully and piously impressed with its stupendous importance. They carry the greyhounds of the sea from Liverpool and from London, frequently with thousands of lives on board and a pilots' skillfulness is so great that a passenger takes it as a matter of course there is no danger and is devoid of fear as long as the pilot is on board. Let any large passenger line of steamers advertise they intend dispensing with the services of pilots, and in future those services will be performed by other persons, or the already too much overworked Ship-Master. I am of opinion that if a general pilotage law be contemplated based on sound and equitable principles that that law should be given a fair chance and that every public body who were in any way affected by its provisions should not be able to neutralise any of its provisions or effects by an Order in Council cunningly introduced and sedulously carried into effect.

We wish no piece-meal legislation but let all abide by the fundamental principles of any new statutes, of course, leaving full scope to local bodies to ensure efficiency in their pilotage service and other matters of a local nature by the formation of bye-laws suitable to that particular district, but which shall not be in any way antagonistic to the principle Bill.

The indiscriminate granting of pilotage certificates to Masters and mates is a dangerous law, inasmuch as it legalises incompetency, and instead of ensuring positive safety it not only renders the possessor of this superficial knowledge a danger to himself, but also to those in other vessels who have accepted the services of a real qualified pilot

117 years later?? JCB



TOTALTIDE

Further to my review of the UKHO TotalTide tidal prediction program in the July 2004 issue, this program has now become a subscription service at a cost of £56 per area per year. The subscription provides free upgrades to the program and a second user license. Full details including a list of suppliers (UKHO do not sell direct) is provided on their website: http://www.ukho.gov.uk/total_tide.html

EASYTIDE

Meanwhile the free on-line EasyTide website has been updated and includes simple but accurate tidal data for up to 6 days ahead. Although not recommended for commercial shipping use in calculating critical UKC height / times the graphs provide a useful quick and easy aid for initial passage planning purposes. Times zones can be set by the user and registering to the site allows free personalisation of preferences although some features, such as long term predictions are subject to a charge.

<http://easytide.ukho.gov.uk/easytide/EasyTide/index.aspx>

BRISTOL PILOTS' PARTNERSHIP



PILOTAGE VACANCIES - PORT OF BRISTOL

The port of Bristol is currently recruiting pilots. Current indications are for two positions early next year with a further possible two positions in the future.

The current pilots operate under a partnership agreement with self-employed status, managed through a contract for services with the Bristol Port Company. Discussions with the ports owners indicate they have no desire to depart from this system in the foreseeable future. The port is currently in private ownership and enjoys an enviable reputation as being progressive and dynamic. Employment prospects appear to be secure.

Pay and conditions are comparable with most other major UK ports.

Progression to first class status is approximately five years.

There is no provision for pay during the training period which varies between 3 - 6 months depending on how quickly the applicant can complete tripping, courses and examination.

For an application form please contact:

Captain J. Morgan
Deputy Haven Master (Operations)
The Bristol Port Company
Marine Department
Avonmouth Docks
Bristol BS11 9AT

Please send completed application with CV to the above address.

The closing date for applications is 31.8.05.

Further details may be obtained by contacting our office:
0117 9823081 where our duty secretary will arrange for you to speak with a serving pilot.

ROCKNES UPDATE

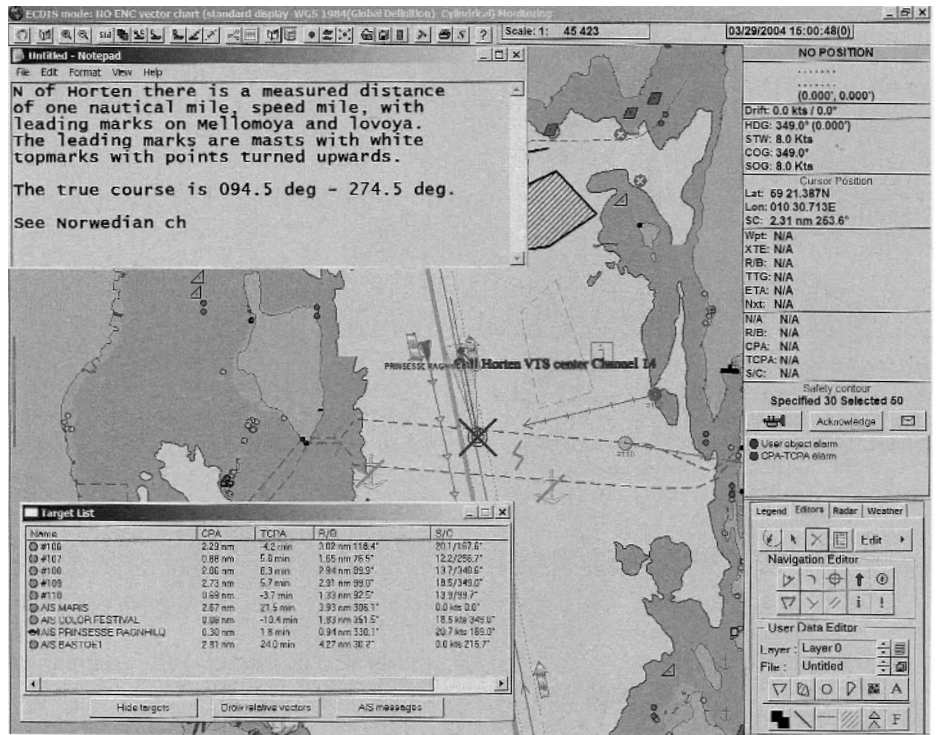
Following the report into the grounding of the *Rocknes* in the October 2004 issue of *The Pilot* the following update has been reported in *Lloyds List* and *Fairplay*

“The Norwegian state mapping agency will now not be prosecuted following the sinking of the Rocknes, the bulk carrier that hit rocks and capsized near Bergen early last year with the loss of 18 lives. An investigation by state prosecutors found that the agency had published new charts of the area in 2003 that showed the rocks, and also published notice to mariners highlighting the danger. However, the prosecutors found that there had been a weakness in communication between the agency and the Norwegian Coastal Administration (NCA), which is in charge of pilotage.

The 26,000 dwt stone and gravel discharge bulker had a crew of 30 when it hit the rocks and capsized on 19 January 2004. An investigation by the Maritime Directorate found that the vessel had been unsafely loaded, which caused it to list sharply as it turned causing it to ground on the rocks due to its increased draught.”

Norwegian pilots issued with Portable Pilotage Units (PPU)

Further to the failings revealed by the *Rocknes* disaster the pilot was exonerated from any blame because he did not have the information on the rock and as a result the NCA has reviewed the manner in which it receives and promulgates information to its pilots and the result of the review is that all 270 pilots are now being issued with PPU. In choosing an appropriate system the NCA evaluated units from 15 companies and finally decided on the “Pilot Mate” manufactured by the Norwegian company Maritime Information Systems (MARIS) which has been in use by



UK Deep Sea pilots for the last two years. The PPU includes a fully certificated ECDIS which is automatically corrected over the Internet from a specialist correction company. In addition to the ECDIS the unit includes provisions to receive AIS data from the ship's pilot plug and also includes a tidal program. Operational information includes advanced passage planning management, vessel database and a facility for the pilot to add his own notes to a particular passage. In use an alarm alerts the pilot to the stored route data which displays on-screen at the relevant position and the pilot can select other features such as grounding alerts related to the ship's draft. All pilots will be certified to use the PPU following courses based on IMO rules. However, the NCA have emphasised that the PPU will not replace existing pilotage practice but will provide the pilot with an additional resource designed to “improve the quality of service provided by the pilots”.

JCB

PILOTS' SPRING GOLF MEETING

Thirteen pilots from five districts met at the Telford Golf and Country Club for a spring meeting. Winners were G. Hill (Bristol) on the Sunday and E Kernighan (Liverpool) on the Monday.



L-R: C. Rickard, B Kitching, P. Eaton, M. Watts, P. Ryder, E. Kernighan, H. Kernighan, P. Pullen, G. Lanley, C. Harding, G. Harrington, G. Hutchinson, G. Hill.



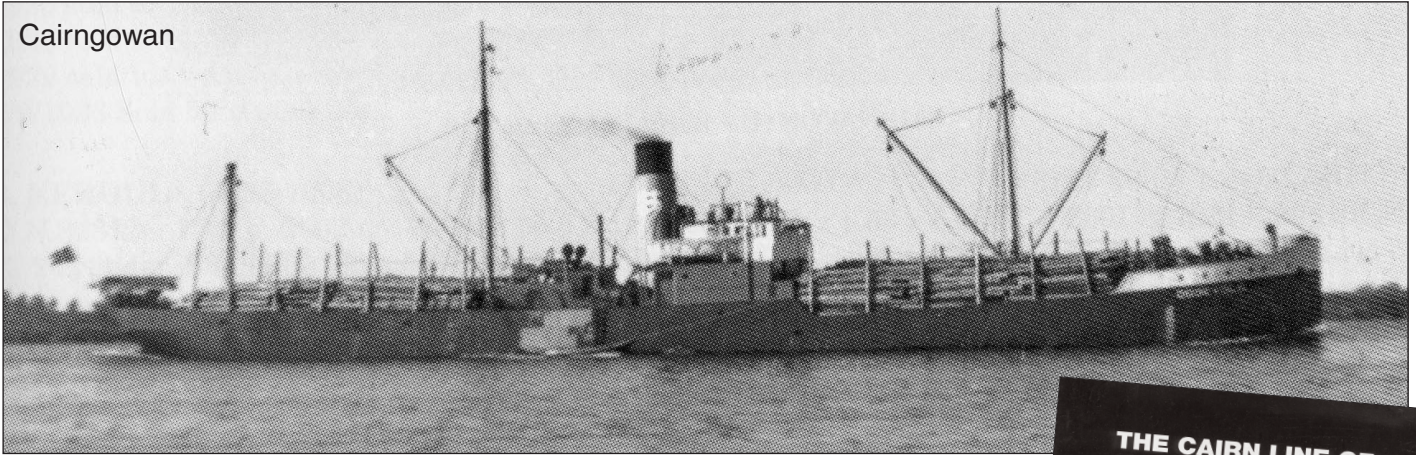
JAN LEMON

Is there life after retirement? ... and who is our aspiring beekeeper?

To answer these questions my husband, Tom, and I packed our passports and journeyed to darkest Dorset to see for ourselves. After a working career in pensions Jan is finding being a pensioner a great deal more fun and has added beekeeping and learning to play the clarinet to the rest of her many accomplishments. Pictured above is Jan, her husband John and bearded collie Jay enjoying the bucolic life in their back garden in Dorset.

Debbie Marten

Cairngowan



THE CAIRN LINE OF STEAMSHIPS CO. LTD. 1876 - 2005

Gilbert T. Wallace

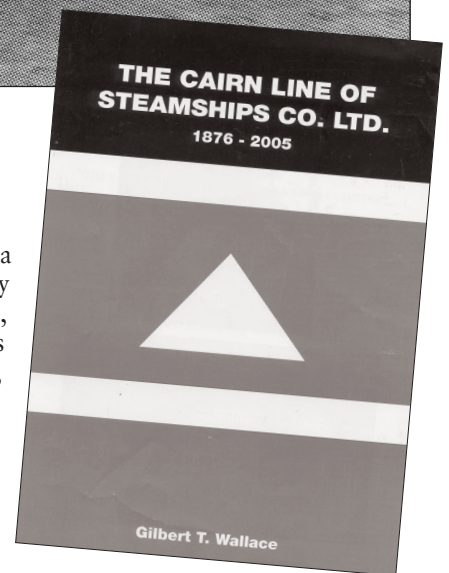
This book provides a finely detailed history and account of the Cairn Line and represents a remarkable feat for the author who has self published the work. Although Gilbert Wallace only sailed with the Cairn Line for four years in the 1950's prior to taking up employment ashore, upon retirement he decided to find out what had happened to his old company and the result is a fascinating and detailed record of a line from the golden era of British Shipping which has now, along with nearly all the others, sadly disappeared. Anyone who has attempted any research will appreciate the amount of time and care for presentation that has resulted in this book. In addition to listing all the vessels associated with the Line the book is lavishly illustrated with photographs, line drawings and paintings. The first ship of the Cairn Line of Steamships to carry the Cairn name was the *Cairngowan* in 1883 and although the company was purchased by the Furness Withy Group in 1967 the name survived and last three ships bearing the Cairn name (*Cairnash*, *Cairnelm* and *Cairnoak*) were sold in the centenary year of 1983. The ship listings in this book are expanded by a comprehensive history which provides detailed descriptions of the ships, routes and cargoes as well as a wealth of interesting supplementary information regarding this Company which was finally placed into Members Voluntary Liquidation on 15th March 2005.

A4 soft cover format, 96 pages with 82 b/w photographs, 11 colour photographs and images. ISBN: 0-9550078-0-1. **Price: £15.00** (Postage: £2.00 UK, £3.00 EU, £3.30 Worldwide).

Payment in sterling by UK cheque, postal order or bank draft to: Gilbert T. Wallace, 3 Milton Gardens, South Edinburgh EH15 3PG. Scotland. Tel/Fax: 0131 669 5878

INSURANCES

Further to the withdrawal of their insurance policy for pilots by Navigators & General Section Committee member Paul Haysom has been negotiating replacement cover with Royal and Sun Alliance through brokers Ropner Insurance Services limited. At the time of going to print the details were being finalised and Paul hopes to have full details included in a circular shortly.



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over 50 years serving the maritime industry

Professional Development for Pilots



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Please e-mail us on wmc.thepilot@solent.ac.uk or visit our website:

www.solent.ac.uk/wmc

Warsash Maritime Centre

Newtown Road, Warsash,
Southampton, SO31 9ZL
Tel: +44 (0)1489 556215
Fax: +44 (0)1489 573988

OBITUARIES

Hein Mehrkens



It is with sadness that we have to report that Captain Hein Mehrkens, President of IMPA, passed away peacefully at his home and in the company of his family on Sunday, 16th May. The world of pilotage has lost a brave and skilful leader who devoted himself to the service of pilots and pilotage locally, nationally and internationally. Hein promoted his profession worldwide, always with commitment and conviction.

Hein Mehrkens was born in the Altes Land, near Hamburg, into a family of sea-going captains. He was the third generation of his family to become a pilot. In 1971 he obtained his Captain's Certificate for seagoing vessels and he was also shipping inspector for his shipping company, acting as supervisor for cargo and shipbuilding. In 1981 he became an Elbe pilot and in 1991 became Chairman of the Elbe Pilots' Association following which, in 1999, he was elected President of the Bundeslotsenkammer (BLK), the association joining the seven separate German pilot associations. Hein was elected President of IMPA in 2002.

His conciliatory manner, his natural humour and depth of specialist knowledge made him respected on all the national and international boards on which he sat. IMPA General Secretary, Nick Cutmore, paid tribute to Hein stating that "IMPA has lost a particularly courageous and expert President, who gave his all when working for pilots and the pilotage throughout the world. Every one of us will miss him greatly".

Hein had been ill since last year and had fought his disease bravely and with typical determination by continuing to work on pilotage business up until two weeks before he died. The funeral was attended by over 600 family members, pilots, colleagues and maritime representatives including Senior Vice President (now acting President) Geoff Taylor who afterwards wrote "To say the service was both moving and impressive would be an understatement. There were two pilot choirs who sang with their hearts and voices. The superb floral tributes from the family and his close colleagues lent the occasion further gravitas and I would suggest that no one who attended will ever forget the occasion. How sad it is that the one person we were all there to pay tribute to could not be there".

IMPA

Donald MacArthur



It is with a great deal of sadness that I write to inform that Donald MacArthur, after a very short illness, died on 22 March, 2005.

Donald was born on the Isle of Skye in 1922 and first went to sea in 1939 serving on deck throughout the Second World War. He obtained his second mates certificate in 1945 and was in command by early 1952 - no mean feat even in those days and ready testimony to his abilities.

He joined the Falmouth pilotage service in 1954 transferring to Milford in 1962. The sixties was the period when the size of tankers increased dramatically and Donald

was one of a few who ensured that Milford was, almost overnight, able to successfully cope with tankers of over 250,000dwt on drafts of up to 69 feet. During this time he served on many committees connected with the port and was one of the pilots' representatives on the local Trinity House Sub-Commissioners. In 1980 when Milford "broke away" from Trinity House and established an independent pilotage authority Donald was its first chairman.

During his time in Milford Donald became the secretary and 'leading light' of the local Caledonian Society which at the time was renowned for its successful social events. He was a keen member of the local golf club and in his early days at Milford participated in offshore yacht racing.

He retired in 1988 and moved to Colwyn Bay in order to be nearer some of his family and became a highly respected member of the local church.

Above all else Donald was essentially a family man and he leaves to mourn his wife, May, son Alaisdair, daughter Sheona and their families of whom he was very proud.

Donald was an admired and respected colleague, a social man with a finely tuned sense of humour. He was a man of principle with, no matter what the circumstances, the courage to stand by them. He will be sorely missed by all who kept his company.

Ian Evans
Milford Haven, Retired

Ray Hooker

The death was reported of retired Trinity House Pilotage Service Deputy Engineering Superintendent, Ray Hooker, on 18th January 2005. He was 72.

Born and educated in Hampshire, Ray Hooker joined Camper & Nicholson's in 1949, where he learnt his early marine engineering skills. In 1954 he joined Blue Star Line, mostly sailing to South America, and he became a Chief Engineer at the age of 28. In 1966, with the onset of more family commitments, Ray joined the British & Commonwealth Shipping Company, sailing on shorter voyages to South Africa, known as the 'Bullion Run'. He was a member of the Institute of Marine Engineers.

He joined the Pilotage Department of Trinity House in 1968 as the Inspector of Shipping, and later became the Deputy Engineering Superintendent. He was made redundant (with the rest of the Department) in 1988, after the Government had decided

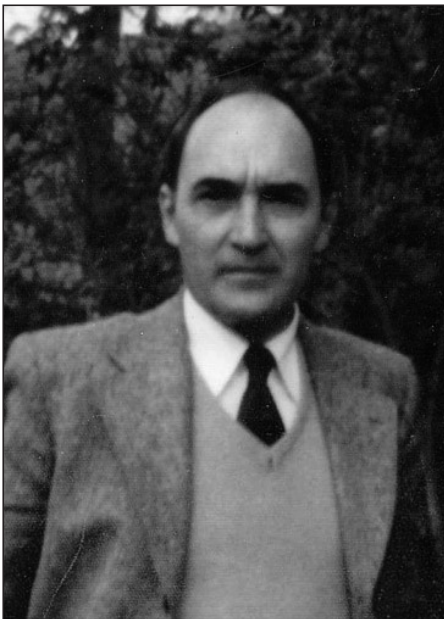
that individual ports would be responsible for their own pilotage service. At the time of that change in status of UK pilotage, Trinity House was responsible for providing pilotage in London and in 40 outpost districts.

The role of pilotage performed by Trinity House can be traced back through various Acts of Parliament to the original petition for the Charter granted by Henry VIII in 1514.

After redundancy Ray moved back to Hampshire and continued working with a civil engineering company until retirement. He is survived by his wife, Vera, and his son and daughter, Anthony and Michelle.

Submitted by Paul Ridgeway

Clifford G. Lea



Clifford G. Lea, attended school in Simla and then underwent cadet training on HMS *Conway*. prior to joining Blue Star Line. During the 2nd World War, he was torpedoed whilst serving on board *Imperial Star*. Following the war in 1947 Clifford married his wife Cathy in Buenos Aires. In 1955 Clifford joined Everards whilst awaiting to be called for Trinity House pilotage and was licensed as a Channel pilot on 8th May 1956. During his service Clifford represented pilots to Trinity House and following retirement in 1985 he served as the Secretary to the Trinity House Channel Pilots' Association for 16 years.

Clifford leaves behind his wife, Cathy, his sons: John and Peter and daughter: Veronica and grandchildren: Edward, Alice, Lucy, Jo and Kit.

As Chairman of the THCPA I miss him for his efficiency as secretary and as a friend I miss him.

Donald Maclean

Captain John George Yarrow



It is with regret that I report the death of John Yarrow on the 3rd of January 2005. John was born in South Shields on the 5th of May 1933.

After a year at the South Shields Sea School John followed his brother into Eagle Oil to serve his time. He remained with Eagle Oil and Shell up through the ranks to Chief Officer. He joined London & Overseas Freighters to gain a Masters Berth and finally transferred to Rowbothams for coastal experience to help his ambition to become a London Trinity House Pilot. John was called to the North Channel in February 1968.

John was licensed in June 1968 and became a well liked and popular member of the Station.

We nearly lost him early in his career when he had the misfortune to fall into Harwich Harbour. He had shipped from the Sunk Cutter into a job for Felixstowe, which he seemed to do with great regularity, and once alongside called for the launch. As the launch approached John swung his bag and himself over the bulwark and into the harbour! Fortunately the launch crew soon had him on board. The launch Skipper reported that John had surfaced still wearing his cap and clutching his bag. Must have been something of value in his bag! He was soon on his way home.

John was a PLA Berthing Pilot at the "Havens" for the last 12 years of his career before he retired in 1998 and so became very well known to all the Pilots in the London District. He was held in high regard by all the Masters of the larger tankers which were in general regular traders into the London refineries.

Once on board John would, with the Masters permission, light a cigar and survey the ship and conditions and announce that it looked like a one cigar

job, or a two cigar job, and he was usually right.

John lived in Little Oakley with his wife Lilian, also from South Shields. They were married in 1957 and have four children.

John was a good example of what we understand by the term a family man. In addition to family duties John had a large garden to cope with but still found time to give help to many of his neighbours.

The whole family were very active in the Parish Church and John was the Church Warden. He also took on some of the more mundane jobs in looking after the fabric of the church and the Churchyard.

Singing was an important part of John's life. Besides being in the Church Choir he sang with the Harwich Choral Society and latterly with the De Capo Choral Singers which has a more modern repertoire.

John is going to be sorely missed by many, and for those who knew him we send our deepest sympathy to Lilian and her children: Claire, Helen, Catherine, and John.

Ian Scott

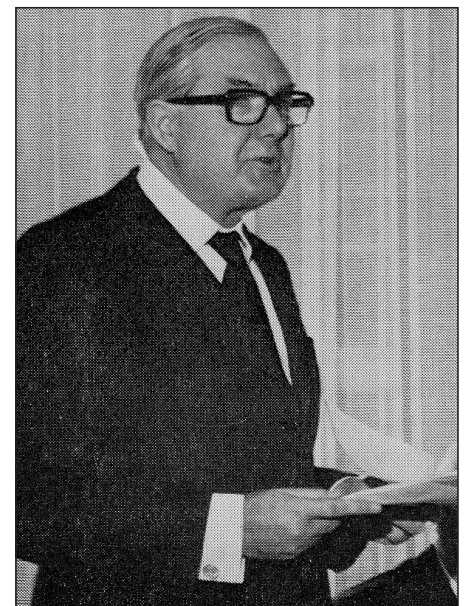
As one who joined the pilotage service as a "new" Port of London Authority pilot in 1989 I and my colleagues remember John as a real Gentleman who was always willing to share his knowledge and experience during our training. A fine colleague sadly missed.

JCB

Jim Callaghan

Unfortunately, I received no response to my request for a tribute from any pilot who served on the committee during Jim's term as President of the UKPA but I have managed to find a photograph of Jim addressing the 88th Annual Conference in 1975 taken from the January 1976 issue of *The Pilot*.

JCB



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- Waterproof and Breathable



BSIIV



SOLASTC 180

- Twin chamber 180 Newtons
- Twin Auto Inflation
- 3/4 Length Coat
- Waterproof and Breathable

From Coat to Lifejacket in 0 - 5 Seconds

- Single chamber 150 Newtons
- Auto Inflation
- Bodywarmer Style
- Optional Pockets



PACIFIC SEA TREKKER



SEA EXPLORER

- Single chamber 150 Newtons
- Auto Inflation
- Blouson Style
- Waterproof and Breathable

• THE SEASAFE RANGE OF FULLY INTEGRATED LIFEJACKETS •



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