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The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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MILFORD HAVEN OIL TERMINAL

AN aerial view of the Esso Refinery at Milford Haven from the south. In the foreground is the marine terminal with its 3,500 feet approach causeway. The marine terminal can accommodate two tankers of 100,000 dwt. each, together with smaller coastal vessels. The jetty is protected by steel spring buffers which will absorb the impact of a vessel of up to 135,000 tons.

Excellent relations exist between the pilots, some of whom are members of the U.K.P.A., and the Milford Haven Conservancy board and the oil company. The skilful handling of the super-tankers is greatly appreciated.—An Esso photograph.

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to whom all communications are to be addressed

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Executive Committee :**Date elected:**

1959 J. H. INNES (Clyde), Clyde Pilot Office, 16, Robertson Street, Glasgow, C.2.
1959 L. R. SLADE (Cardiff), 111, Windsor Road, Penarth.
1960 D. GRAINGER (Humber), 39, Link Road, Cottingham, E. Yorks.
1960 S. GREEN (Barrow), The Moorings, 45 East Mount, Barrow-in-Furness.
1958 F. V. JAMES (Southampton), Sunrise, Lakewood Road, Chandlers Ford, Hants.
1958 R. B. PAGE (Channel), Channel Pilots' Office, Royal Terrace Pier, Gravesend.
1960 W. C. DUNCAN (Cinque Ports), 23, Waterloo Mansions, Dover.
1959 R. D. BALMAIN (London, River), 24, Pine Avenue, Gravesend.
1960 G. W. GIBBINS, 1 Featherstone Street, Roker, Sunderland.

Finance Committee :

THE TWO VICE-PRESIDENTS AND L. R. SLADE

General Secretary and Solicitor :

C. D. GRIFFITHS, O.B.E., D.F.C., Shannon Court, Corn Street, Bristol 1.

Auditor :

J. B. WATLING, F.C.A. (MESSRS. WATLING AND PARTNERS, Bristol).

Editor of "The Pilot" :

ALFRED CURTHOYS, 79, Gloucester Road, S.W.7 (FREmantle 0500).

CONFERENCE ARRANGEMENTS

THE LOCAL SECRETARIES have already been notified that the 74th Conference of the United Kingdom Pilots' Association will be held by courtesy of the Honourable Company of Master Mariners in the Court Room of *H.Q.S. Wellington*, in London on **Wednesday and Thursday, 1st and 2nd November** and there will be the usual pre-Conference meeting of the Executive Committee on the afternoon of 31st October. The arrangements were given very careful consideration at the Executive meeting on 13th June.

With regard to the reception usually given by the Association the Executive had in mind the congestion which has occurred in past years owing to the restriction of space and the large number of official guests. Eventually a suggestion made by Mr. Innes that the Executive Committee should entertain official guests at a small private party to take place on the evening of 31st October was adopted. It was decided that the usual official guests should be invited including two representatives from each pilotage authority — the chairman and an appropriate member or officer. The invitation cards for representatives of authorities will be sent to the local secretary of the Association to be dealt with.

The Conference reception will take place as usual on the evening of the first day of Conference at 5.45 o'clock. Each delegate together with a lady will be guests of the Association. Pilots who are not delegates and additional guests whom delegates desire to invite will be welcome to attend on payment of one guinea for a double ticket.

The Executive Committee have been considering whether present subscriptions are adequate for the efficient running of the Association and at the June meeting decided to put to Conference that the time has come for subscriptions to be raised.

In this connection it is interesting to note that Mr. K. Davis, the North Channel local secretary wrote to Mr. Griffiths to the effect that there seemed a reasonable prospect that pilots would be entitled to tax relief on subscriptions to the Association, if the matter were taken up with the Board of Inland Revenue. A similar concession Mr. Davis said had been made to Merchant Service officers, who were granted tax relief on one-half of their annual subscriptions to the Merchant Marine Services Association.

In addition to the business recorded under separate headings in this issue, the Committee agreed to contribute towards the legal expenses of six members involved in litigation.

MR. D. H. TATE INJURED

Just as we go to press we hear that Mr. Tate is going about on crutches. He was on a walking tour on the Pennine ridge when he was knocked down by a lorry which did not stop. Happily no bones were broken but he suffered severe spraining and bruising and is likely to be out of action for some time. As you would expect he is making the best of a bad job and we are comforted by his assurance that any question of a wreath is out of order. We look forward to his being right on form again at Conference.

POSITION OF THE NAVIGATING BRIDGE

In this issue we take up the question of the position of the navigating bridge. It will be remembered that the 1960 Conference passed the following resolution moved by Mr. G. A. Coates and seconded by S. V. Edge, both delegates from the Tees.

That this Conference views with concern the increasing tendency of large vessels to be built with their navigating bridge aft. (*The Pilot* February 1961 page 23).

Like all Conference decisions it came before the next meeting of the Executive Committee (12th January) when Mr. Janes and a number of other pilots with experience of handling large tankers confirmed the serious practical difficulties which arose. It was also pointed out that certain vessels of this type were now being constructed with an additional navigating bridge slightly forward of amidships. After a general exchange of views it was agreed that

Mr. Janes, in conjunction with other members of the committee, should prepare a considered article on the subject for publication in *The Pilot* and such other journals as might be interested. To meet the latter point copies of the illustrated feature on pages 3 and 4 are being sent to various publications and societies concerned with ship construction.

HUMBER UNREST

There is very serious dissatisfaction among the Humber pilots as a result of the difficulties they encounter. This was strongly emphasised at the Executive Meeting by Mr. Grainger.

The committee unanimously adopted his recommendation that full support should be given to the Humber pilots if they decided to apply to the Ministry for a formal public inquiry to be held in Hull into the organisation and administration of the pilotage service on the Humber to include the affairs of both the Goole and Trent pilots.

THE GENERAL SECRETARY'S TRAVELS

Among the districts recently visited by Mr Griffiths are Milford Haven, Taw & Torridge and Dartmouth. At Milford he met the U.K.P.A. pilots and the Secretary of the Milford Haven Conservancy Board, Mr. J. A. Sullivan. He found that relations between the pilots and the board and the oil people were excellent. There are likely to be considerable industrial developments in the area in addition to the oil trade. Some of the world's largest tankers which go there draw considerably more than the 35 feet allowed for in the schedule or dues.

The Association is taking a keen interest in the development of this oil terminal, the largest in Europe, and particularly in the part the pilots are playing. Fortunately owing to the conditions which prevail they have been able to berth these super tankers at any time day or night, and this is greatly appreciated by the oil companies.

So far the Taw & Torridge pilots have not pressed their claim to the 11% Maritime Board adjustment. This was one of the points discussed with them by Mr. Griffiths and they felt that their level of earnings was unreasonable for the nature of the work they perform. They have accordingly proposed to see how things go for the remainder of the year and to seek the advice and assistance of the Association in the light of that experience.

For a long time the rates at Dartmouth have failed to give the pilots a living wage because of the shortage of trade and Mr. Griffiths visited the port in connection with byelaws to bring about an improvement. These have now been submitted to the Ministry, and the Chamber of Shipping are objecting but it is hoped a settlement will be reached.

Mr. Griffiths has been invited by the pilots of Belfast and Londonderry to visit them and in the case of Londonderry there is also an invitation from the pilotage authority.

N.M.B. ADJUSTMENT—JUNE 1961

TWO COMMUNICATIONS have been sent to the ports by the General Secretary regarding the National Maritime Board adjustment of June 1961 giving an additional payment of 5 per cent. on basic wages to compensate for all Saturday afternoons spent at sea.

In the second of these dated 3rd August Mr. Griffiths reported that the Chamber of Shipping and Liverpool Shipowners Association rejected the pilots' claim to benefit from the adjustment on the ground that the award did not come within the scope of par. 6 of the Letch Committee's report. "They contend" he wrote "that the N.M.B. documents show that only a special addition had been made to scales of pay for one particular reason specifically stated as being compensation for Saturday afternoons spent at sea. The shipowners contend that compensation in respect of the withdrawal of previous leave allowance is inapplicable to pilots, the arrangements of whose hours of work lie between themselves and their Authority and bear only upon the question of the proper number of pilots.

"It is the view of all the other signatories to the Letch Agreement that this matter should again be referred to Sir Robert Letch, and for reasons which Mr. Tate and I will make clear at Conference, we are of opinion that in the special circumstances of this case, such a course is the only possible step to take and he is accordingly being approached.

"Everyone will know that this problem has arisen at a particularly difficult time and you will be informed of the outcome as soon as possible."

SHIP'S NAVIGATION BRIDGE

Pilots' Concerned By Tendency to "All Aft" Construction

SHIPS of a new type now coming from the world's shipbuilding slips are causing great concern to the pilots who regard them as a serious menace from the navigational point of view. They are the large oil or ore carrying vessels, 600 ft. or more in length, with the bridge and superstructure at the stern.

It is understood that this type of construction has been adopted for two reasons, firstly, it is cheaper and secondly that it is safer inasmuch as there have been cases of explosion or fire on tankers when the aftermost part of the ship has been substantially unaffected and therefore the more people aft the better.

The conning of large ships from right aft, however, presents many problems. The best place from which to judge a ship's movements is at the pivoting point of swing, approximately one third of her length from forward. In fact, many pilots look aft and watch the stern when turning as it is thus often possible to get a better idea of the rate of swing. In the case of ships with the bridge in the conventional position this is of great assistance, but with the bridge aft it is the people standing there who are being swung, and this is liable to induce errors of judgment.

One such ship which calls at Fawley oil terminal, Southampton, is a tanker of 42,000 tons. She is 740 feet long, has a beam of 91 feet and a draft of 36 feet. From her

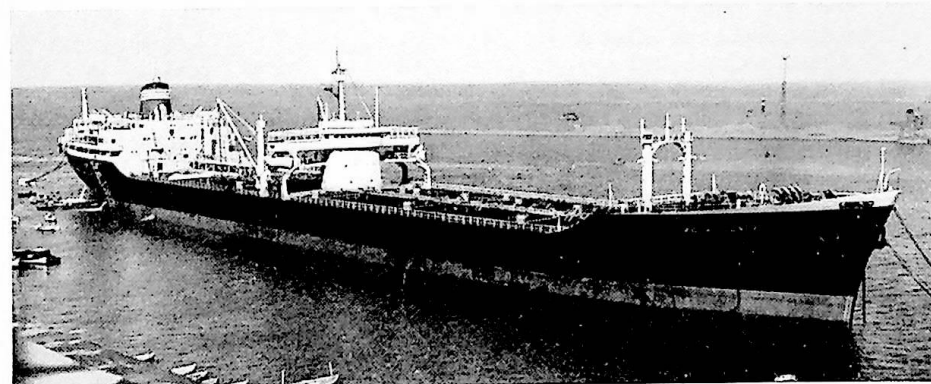
bridge to the stem is 200 yards and binoculars are necessary to see what is happening on the fo'ca'sle head. The leading tug is nearly 300 yards away and signalling by normal means is nearly impossible. Radio communication between bridge and tugs is not always available. In any case it is extremely involved and may lead to a critical situation.

At Fawley where the jetty faces are from 250 to 300 feet in length there is the added difficulty that the pilot of such a ship as described never gets there; he is still 150 feet or more from the jetty when she berths.

When such ships are light and not too well ballasted, it is sometimes impossible to see anything at all ahead. The dangers of this are obvious and it is also pretty wearisome for the pilot who has to walk backwards and forwards across the bridge to look out first one side and then the other.

A way of overcoming these undesirable features is the introduction of a skeleton flying bridge just forward of amidships. This has been successfully adopted by Italian shipbuilders on a number of tankers. One so designed—a vessel of 53,000 tons—has all the navigation equipment on this bridge and the circular supporting structure contains small cabins for the master, an officer and two hands, also a kitchenette.

The matter has also been taken up by the pilots' section of the Canadian Merchant



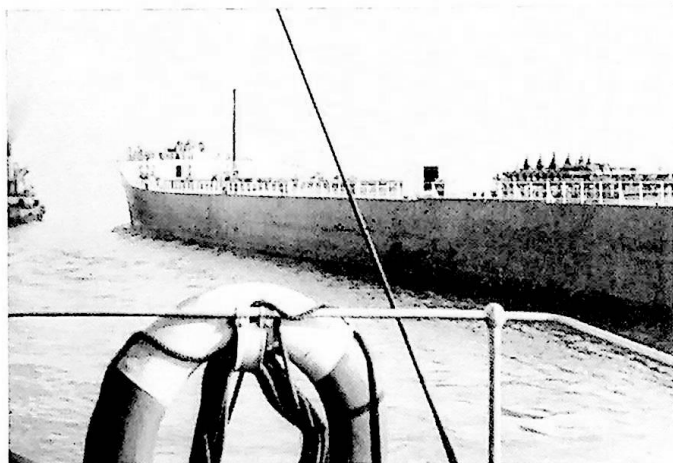
Italian tanker 820 ft. long with skeleton bridge amidships.



These pictures illustrate the problem of handling a 39,000 ton tanker, 700 ft. in length with everything aft. CENTRE: boarding. TOP: proceeding up river. FOOT: swinging.

Service Guild whose members are experiencing the same problem and they have communicated on the subject with a dozen or more international organisations, the U.K.P.A. among them.

The building of a skeleton bridge during the construction of a ship could add only a fractional amount to the cost of a ship — considerably less than that of even a minor repair. Moreover, it would afford added confidence not only to the pilot, but to the master and his officers at all times. Or would the shipowner prefer to employ two pilots at strategic points?



E.T.A. MESSAGES

Remedy Sought for Present Chaotic Conditions

AT LAST YEAR'S CONFERENCE this resolution was adopted on the proposition of Mr. Conway (Gourock) and seconded by Mr. Farrands (North Channel) "That the assistance of the Ministry of Transport be sought whereby ships requiring the services of a licensed pilot in a pilotage district be obliged to give not less than four or more than twelve hours notice of their estimated time of arrival."

The debate was fully reported in the Conference issue of *The Pilot*.

Continued on next page.



DEPUTY MASTERSHIP OF TRINITY HOUSE

Sir Gerald Curteis Retires

CAPTAIN SIR GERALD CURTEIS, K.C.V.O., who was held in high esteem by the pilots retired from the position of Deputy Master of Trinity House on Trinity Monday.

The new Deputy Master was appointed on the same day. He is CAPTAIN GEORGE EDWARD BARNARD who served with the Blue Star Line and was elected a Younger Brother in 1949 and an Elder Brother in 1958.

CAPTAIN D. S. TIBBITS, R.N., was elected an active Elder Brother to fill the vacancy caused by the retirement of Sir Gerald.

This valediction bearing Sir Gerald's signature was issued from Trinity House on Trinity Monday:

"The time has now come for me to cease being Deputy Master of the Trinity House and to retire from its active work.

"It has been a post of great interest and high honour but with the extraneous duties attached to the actual work of the Trinity House it has been an exacting one, and thirteen years is a long time.

"Throughout these years you all, the Headquarters Staff, the Depots and Workshops staff, the Pilots and the Officers and men afloat, the Lighthouse Keepers and the Light Vessel crews have served the Corporation, the sailor, the world's shipping and our Country well and faithfully. The reputation of the Trinity House stands high throughout the world, which means you provide a completely dependable service. It means that you at the Lights and behind them and at the Pilot Stations are honourably fulfilling your duty.

"Great responsibilities are yours — one failure and a valuable ship may be cast away, but far beyond and immensely more tragic, lives may be lost. But there has been no failure, and there will not be, I am sure, under my successor.

"For me it has always been a pleasure to be amongst you and to see the spirit that prevails throughout the Service. My principal regret in leaving is saying Goodbye to you all.

"May God bless you and help you always in this great service."

All pilots join in wishing Sir Gerald good health and a happy retirement.

E.T.A. MESSAGES

Continued from previous page.

As members will have seen from a communication sent to the ports on 14th July, the Executive have been following up this resolution and at their meeting in June, Mr. Griffiths pointed out that as a first step the Ministry wanted to know what the existing practice was, at any rate, in the major districts.

The discussion at the Executive meeting revealed that the practice was so infinitely variable that before effective action could be taken, it was necessary to give the Ministry a clear picture of what was happening at present. The almost chaotic state of affairs largely stems from the fact that no one appears to be responsible for co-ordinating the information in one central receiving station. It is seldom that a ship of any size arrives off a port without someone knowing all about it beforehand, but it might be a ship's chandler, dock-owners, shipbrokers, Port Authority or a variety of others possibly interested.

The Executive felt that someone should be made responsible and that the harbour or dock authority might well be the best organisation to set up a central clearing house. It was pointed out that one difficulty was that in non-compulsory districts, or for non-compulsory ships, agents were reluctant to pass information to pilots as they did not know whether the master would require their services and they wished to avoid the possibility that by giving warning it could be said that they had ordered a pilot.

In his communication to the ports Mr. Griffiths asked:

"Will you therefore please let me know exactly what happens at your port and what arrangements are made for the receipt of E.T.A. messages. If by W/T, R/T, or V.H.F. short range, state on what frequency and during what periods a listening watch is maintained and whether it is by the pilots or other organisation. Where wireless communications have not proved satisfactory, has any attempt been made either directly or at Authority level to get agents to pass on information to the pilot office?

"If any port is conversant with the practice and procedure adopted on the Continent I shall be glad to receive details."

The Executive instructed the Secretary to co-ordinate the replies to his letter and to report back at the next meeting.

MR. PARSONS WINS HIS APPEAL

Trinity House Ordered to Renew His Licence as I.O.W. Inward Pilot

MR. DEREK IVOR PARSONS, of Ryde, a pilot in the Isle of Wight Inward Service won his appeal against the refusal of Trinity House to renew his licence until he complied with the Corporation's order requiring him to transfer to the Southampton section of the service.

Three full days were devoted to the hearing of the case — the first of its kind — by Judge J. C. D. Harington, Q.C., in April and His Honour gave his reserved judgment on 25th May. It ran to between 4,000 and 5,000 words and took 40 minutes to deliver. He ordered that Mr. Parsons's licence for the Inward Service should be renewed up till 31st January, 1962 from 25th May, 1961 subject to his passing the necessary eyesight test. Mr. Parsons was awarded costs and Trinity House were given leave to appeal.

Captain Fitzgerald sat as assessor with the judge who thanked him for the service "so patiently rendered during this, for a County Court, rather prolonged trial".

Mr. Parsons who is now aged 38 went to sea as a cadet in the C.P.R. Line and obtained his second mate's certificate. He joined the P. & O. Line in 1944 and by 1952 had risen to the position of senior second officer in the P. & O. Line's *Corfu*. He married in 1947 but even before marriage his wife suffered poor health and during her husband's sea service spent considerable time in hospitals. He left the merchant service in 1952 on the advice of his wife's doctor so that he could spend more time with her and was accepted as a second class pilot in the Isle of Wight Pilotage Service. He took up residence in Ryde where he has been ever since. Mr. and Mrs. Parsons have two young daughters. In 1955 he was promoted a first class pilot.

"I am quite satisfied that Mr. Parsons's reason for leaving the Merchant Navy and becoming a pilot" said the judge "was wholly and solely to enable him and his

wife to live that tranquil domestic life together which he had been advised was necessary for her."

The judgment went on to deal with the organisation of the Isle of Wight service and said it was singular in that the pilots were divided into two sections; a condition not found in any other outport in England.

Referring to the roster system the judge said, "The pilots in both sections are extremely conscientious in responding to their turns; it is a matter of individual pride to each pilot that he takes his call strictly as his turn comes whatever difficulties may arise in reaching his boarding station from his home and to miss one's call is not well regarded. One pilot had even gone so far as to take an aeroplane from the Isle of Wight to Southampton in order to avoid missing his turn of duty.

"The task of the Outward pilots is the more onerous and requires the very highest degree of skill and seamanship. A ship proceeding under the Inward pilot from the Needles or the Nab to Southampton travels through less confined water than when coming up to the docks and has sea room to some extent. But the Outward pilot who brings her to her berth has to manoeuvre in very confined waters, and the business of berthing and unberthing requires great skill. As the port of Southampton is used by some of the largest ships in the world it is manifest that an efficient pilot service can only be maintained if the Outward section is manned by expert, experienced and skilful pilots. To provide a body of men with such exceptional qualifications it has hitherto been the rule that the Outward Section shall be recruited solely from the Inward Section and the senior Inward pilot transferring to the Outward Section when a vacancy in that section occurs.

It was suggested from the appellant that this system might be abandoned and that either as a general practice or exceptionally to meet a particular emergency, Trinity House might, without detriment to the service recruit directly into the Outward Service. After hearing the witnesses, particularly Mr. McCraith, I am satisfied that the present system of recruiting has very great

advantages and should if humanly possible be maintained in the interests of the general efficiency of the service.

"There has been an issue before me as to how, prior to the year 1956, this system of transfer operated. All the pilots who have given evidence maintained that transfer was optional. When a vacancy occurred in the Outward Section, the opportunity to transfer was offered to the next Senior Inward pilot. The only sanction applied to discourage refusal lay in the rule, rigidly applied, that an Inward pilot, having once refused transfer would never be offered the opportunity again. Having refused once he was given no second chance.

"Mr. Rawlings Smith, Assistant Secretary to Trinity House for Pilotage, maintained on the other hand that Trinity House always had held the power to compel Inward pilots to transfer but that, if a pilot when called upon to transfer made a good case for remaining in the Inward Section, he was allowed to do so.

"I cannot accept Mr. Rawlings Smith's contention.

"In my judgment up till 1956 it was recognised both by the pilots and Trinity House that transfer from the Inward to the Outward Section was voluntary and might, if a pilot so chose, be declined."

The Judge referred to the "novel suggestion" made by the Sub-Commissioners to Trinity House in a letter on 24th August, 1956 that transfer should no longer be optional. Following upon this suggestion Trinity House on 6th November, 1956 by letter to the Sub-Commissioners gave what they described as a direction to this effect.

By August, 1960 Mr. Parsons had become the senior pilot in the Inward Section and the Sub-Commissioners informed him that at the end of three months he would be required to transfer and as a necessary consequence move his home from the Island to Southampton. Mr. Parsons immediately objected and the Judge accepted that in refusing to be transferred he was acting from a genuine and very reasonable fear that the move from Ryde to Southampton might have a serious and possibly disastrous effect upon his domestic life. Later Trinity House intimated that they were prepared to waive their requirement temporarily that Mr. Parsons should live at Southampton for a trial period of six months when they

would review the question of residence. "Mr. Parsons rejected this offer, not unreasonably in my judgment having regard to his wife's state of health" said the Judge. "He took the view that it was not practicable to carry out an Outward pilot's duty while living in the Island and at the end of six months he would be in no better position than he then was."

The deadlock continued and when Mr. Parsons's licence expired at the end of January this year Trinity House refused to renew it. They set out their reasons in a letter and Judge Harington dealt with two issues raised in it. He was satisfied, he said, that Mr. Parsons was not told when he joined the pilot service that in due course he would have to transfer to the Outward Section and live in Southampton. The other issue was whether or not an Outward pilot could perform his duties while living at Ryde. The Judge said he was satisfied that it was not practicable.

Turning to the main issue His Honour dealt with the powers possessed by Trinity House for the governance of pilots. He held that the compulsory transfer of Mr. Parsons from one section to another, which in his view were distinct and separate sections, involved so radical a change in the terms of his service that it lay outside the scope of an administrative order. "I hold therefore" he said, "that the order to Mr. Parsons was *ultra vires* and his refusal to obey it was not a ground upon which Trinity House could lawfully refuse to renew his licence".

Dealing with a submission by Mr. Fay that many men — those in the services, bank employees and countless others — had to move their homes as the exigencies of their services or employment required and that Mr. Parsons was in no way alone in this, His Honour said "But pilots are not employed by Trinity House, they carry on their employment subject to the control of Trinity House but their occupation is in no way analogous to that of say a serving soldier or a bank employee. I am inclined to think that the interpretation 'Pilotage Service' is itself somewhat misleading, importing as it does something similar to e.g. service in the Royal Navy. When Mr. Parsons went to live in the Isle of Wight he could regard himself in the circumstances then operating, as settled there for the rest of his working life. He had an option to

refuse to move which a serving soldier has not. On the other hand I am, as I have already said, fully satisfied that the system of recruiting the Outward pilots by transfer of the senior Inward pilot was in the best interests of the Pilotage Service and one the abandonment of which might well have a detrimental effect on that service's efficiency."

Mr. Norman Skelhorn, Q.C. and Mr. Hampden Inskip (son of the late Sir John) were retained by the U.K.P.A. as counsel on behalf of Mr. Parsons. Leading counsel for Trinity House was Mr. Edgar Fay, Q.C.

No appeal has been lodged.

BARROW'S DILEMMA

THE ESTABLISHED STRENGTH in this district has for many years been nine. Because of a drop in traffic at the time of the application of the five per cent. N.M.B. award, rates were adjusted to produce the new Letch level for eight pilots only. Since then there has been a considerable increase in traffic and, because of a retirement, the actual number of pilots had been reduced to eight.

Mr. Green reported to the Executive Committee that they were only able to handle the shipping without delay by working excessive hours, giving up leave and time off, and having no-one absent through sickness. Trinity House had made it clear that if an additional pilot were licensed it would be at the pilots sole risk, and if trade again fell they might once more find themselves with rates adjusted to produce the Letch mean for a lesser number of pilots than were actually licensed. Rather than run this risk the pilots decided not to press for the licensing of an additional man for the time being.

The general view of the Executive was that this aspect of the Letch agreement was being most unfairly applied. The Chairman gave an assurance that everything possible would be done to obtain agreement as to a more equitable method of dealing with the problem of numbers.

We were sorry to hear that Mr. R. R. Gatzias, the Dartmouth secretary is again in hospital at Frenchay near Bristol. Members will join in wishing him a speedy recovery.

TWO NEW PILOT VESSELS

THE TRINITY HOUSE PILOT vessel *Patrol* was launched at Lowestoft on 15th June by Mrs. McCraith, wife of Captain G. P. McCraith, an Elder Brother of the Corporation.

The *Patrol* is being built by Brooke Marine Ltd., and is the first of two sister ships which this firm is constructing. She is 139 ft. overall, has a beam of 24 ft. and a draft of 10 ft. 5 in. She is powered by two Lister 6 cylinder ERS6MGR3 engines, each developing 495 b.h.p., which drive a single screw. The design speed is 12½ knots.

Accommodation is provided for a crew of 20, and Pullman type bunks will be arranged for 12 pilots. She will be equipped with radar, an echo sounder, a combined AM and FM/VHF set and medium frequency radio telephone. She will carry two boarding boats and inflatable liferafts.

Delivery is expected by the end of September, and she will then take up her duties as tender between Dover and the Dungeness pilot station. She will replace the pilot vessel *Kihna*. The name *Patrol* was carried by a previous Trinity House pilot vessel which was in service at Dover from 1914 to 1947.

Her sister ship, *Preceder* was launched on 28th August and delivery is expected in December. She will act as tender between Harwich and the pilot cutter on station at the Sunk.

'BRITANNIA' PILOTS

THE ELDER BROTHERS of Trinity House selected Channel pilot F. R. E. Goldsmith and River Thames pilot H. J. Wynn to pilot the Royal Yacht *Britannia* up the Thames on 18th July and down river on 20th July when the Queen embarked.

The pilots were embarked and disembarked in the vicinity of the Nore by the Trinity House fast launch *Vectis*.

Both pilots acted in a similar capacity when Her Majesty and Prince Philip returned from their Australian tour and each pilot was presented with a pocket wallet as a souvenir of the trip. They again piloted *Britannia* when Princess Margaret and Mr. Armstrong Jones left for their honeymoon.

COLOURFUL CAREER OF CAPT. "PEV"

CAPTAIN LEONARD S. PEVERLEY, of 23 The Avenue, Gravesend, who has been a member of the U.K.P.A. from the time he became a Channel pilot in 1925, retired early this year on reaching the age of 70 years. He came from seafaring stock on both sides — his father was a Cinque Ports pilot.

One of his treasured possessions is the indentures of one William Peverley whom he believes was his father's great-grandfather. This is dated 29th May, 1819. It was for seven years and the total pay in that time amounted to the princely sum of £40 — £7 in the last year of apprenticeship!

The *Gravesend Reporter* made a feature article (from which we quote) of the colourful career of Capt "Pev". For many years he was in square-rig and "umpteenth times" went round Cape Horn. His first ship was the four-masted barque *Robert Duncan* but he had made only two voyages when the owners sold her. He finished his time in the *Marathon*, the last of the clipper bowed steamers of the Aberdeen White Star Line, and afterwards in the three-masted barque *Inveramsay*. After passing as second mate he was in the *Bengairn* which later became the *Pass of Brander*, and then the *Beechbank* — both four-masted barques. Having passed as mate he joined the three-masted barque *Kilmallie* for a voyage of about 16 months to Santos, Australia, Chile and home.

When he passed for master, square rigged, he had had just about enough of sail so he joined the Union Castle Line as a junior officer. When war one broke out in 1914 he went into the Royal Naval Reserve as a lieutenant.

His first ship after the war was the Glen Line *Friesland* in which he was chief officer. She was a new German vessel, surrendered under war terms and after one voyage was taken over by the Federal Line from the Ministry of Shipping.

Mr. Peverley continued to serve with the Glen Line as first and chief officer, but when he realised that he was getting near for Trinity House pilotage he left the Glen and served in colliers between north east coast

ports, Newhaven and London coasting experience necessary for a Trinity House licence.

Five years after he became a Channel pilot he was appointed to the Clan Line — now the British and Commonwealth — as one of their choice men.

During the last war he served as pilot at the Clyde and at Milford Haven.

On his retirement the Channel pilots gave a reception for him, and presented him with a gold watch and a cheque.

BELL FOR BAT AND BALL

The 180 lb. bell which used to hang in the belfry at the entrance to the Royal Terrace Pier at Gravesend has been presented by the United Pilots Cricket Club to the Gravesend Cricket Club, and is now in position at the Bat and Ball Ground. The bell's origin is unknown but it has the date 1810 engraved on it.

"HOLE-IN-ONE"

THE HIGHLIGHT of the annual golf meeting of the Trinity House pilots which was held at the Wildernes Country Club on 25th April was a hole-in-one at the 12th by River pilot J. GRIFFIN. This was celebrated in the usual manner "drinks all round" with Griffin in the chair.

A party of 29 pilots took part in the meeting. The winner of the Challenge Cup was I. BERRY (Channel) with 92-24=68.

The winners at the morning session were:

'A' Section.

A. R. Pow (River)	73 net
W. Webster (Cinque)	76 net
N. Dawson (River)	79 net

'B' Section.

I. Berry (Channel)	68 net
R. Milne (Medway)	75 net
J. Griffin (River)	81 net

The afternoon Foursomes —

Winners: B. Dunham (North) and I. Berry (Channel) 76 net.

Second: A. R. Pow (River) and J. Griffin (River) 83 net.

The prizes were presented by H. Redfearn. The meeting provided a most enjoyable day's golf.

TOM BROOME.

TOTLAND BAY PILOT STATION

Badly Designed say the Southampton Men

THE TOTLAND BAY, ISLE OF WIGHT, pilot station was officially opened on 29th March. It was a matter of pained surprise and regret that no pilot and not even the President of the U.K.P.A. was invited to attend the ceremony.

The Southampton pilots are very sore about the whole business. From the earliest days of the scheme they have sought the opportunity of making representations to Trinity House regarding the accommodation and layout which they thought was suitable, but without success. During the period of construction their protests that the building was badly designed went unheeded. "No one has a good word for it here" one of the Southampton pilots told *The Pilot*.

Trinity House say: "The Needles pilot station will be entirely taken over by fast launches operating from the shore. The development of this type of craft has been pioneered by Trinity House, and the *Leader* (one of the fast launches in use at the Needles) was the first fast pilot launch to be built. Other pilotage authorities are now following the Trinity House lead: a fast launch is now in service at Bristol and it is understood that launches of this type will be used at Liverpool and that some are being built for use in Canada. The basic idea is that the pilot stays on shore till his services are required, and he is rapidly carried by the launch to the ship which he is going to serve. This does away with the necessity for a large cruising pilot cutter which is expensive to run and maintain and which has a crew of some 17 officers and ratings."

In a release to the press before the official opening Trinity House gave this description of the station:

"The pilot station stands on a site of approximately half an acre on the cliff top due east of Totland Pier. In order to obtain vehicular access to it, rights of way had to be negotiated across the grounds of the coastguard cottages and Lanes Inn which adjoin the site.

"It was necessary to carry out extensive re-shaping of the site to provide a level plateau for the building and car parking space and it is intended that the garden ground will be laid out with grass with small paved area on the seaward side of the building.

"The foundations are of reinforced concrete in the shape of inverted T beams. This special form of construction was decided upon because the building is within 150 feet of the edge of the cliff and there is a strata of notorious 'blue slipper' clay running across the site.

"The outer walls are of cavity construction built of bricks manufactured on the island. The roof is constructed to a low pitch and covered with copper. The metal windows are set in artificial stone surrounds and are pivot hung to give better protection against the severe weather experienced on this exposed site.

"The Corporation's coat of arms bearing the motto *Trinitas in Unitate* is mounted on a panel of Tyrolean rendering alongside the main entrance which is incorporated in a double glazed feature window extending the full height of the building.

"On the first floor the principal room is the pilots' sitting room which has a large plate glass window with double glazing commanding a magnificent view of Totland Bay. There are also on the first floor three single berth cabins for pilots. Supplementary sleeping accommodation is provided for a further six pilots.

"Part of the ground floor is occupied by the caretaker's quarters and there is also a further cabin for two pilots.

"Central heating and domestic hot water are provided by means of an oil-fired boiler."

The main point of criticism is that the accommodation is not adequate. There are only five beds (three single rooms and one double) plus settees in the main lounge which is the only room for standby pilots who not unnaturally sometimes have the radio and/or television on. People also eat there; telephones ring and there is a good deal of coming and going at all hours. Consequently, even if there is a spare settee, sleep is nearly impossible. One night recently, there were ten Inward pilots and two Outward by 10.30 p.m.! Admittedly, it is not often as bad as that, but seven or eight is quite a common occurrence. In summer it is useless to go looking for accommodation in a holiday island; everywhere is full.

RETIREMENT PENSIONS

Recommendations of Joint Sub-committee accepted in principle

A MEETING of representatives of all Pilotage Authorities and of both bodies of pilots was held on board *Wellington* on 30th June. Mr. D. K. Redford, Manchester Ship Canal presided.

The recommendations of the joint sub-committee which consisted of representatives from Trinity House, the Dock and Harbour Authorities Association, independent Pilotage Authorities, the United Kingdom Pilots Association and the Transport and General Workers Union, were considered. They were:

1. A pilot should be eligible to retire on pension at age 65 provided that at that time he has completed not less than 10 years' service as a licensed pilot with the pilotage authority.

2. A pilot having not less than thirty-five years' service should receive a maximum pension equivalent to half the average annual earnings of the class of pilot to which he belongs over the period of five years immediately preceding his retirement at age 65. The pension payable to a pilot having less than thirty-five years' service should be calculated on the basis of 1/70th of such average annual earnings for each year of service.

3. A pilot who, in the opinion of the pilotage authority, has become permanently unfit for service by reason of infirmity, sickness or accident (not brought on by his own serious and culpable negligence or misconduct) if he has completed 10 years' service with the pilotage authority should be entitled to an annual pension equal to that proportion of the pension to which he would have been entitled had he been aged 65 on retirement as his years of actual service bear to the difference between his age on entry into the service and 60.

A pilot who has become permanently unfit for service by reason of an injury sustained whilst on duty (not caused or contributed to by his own serious and culpable negligence or misconduct) and who has at that time not completed 10 years' service with the pilotage authority should be deemed, for the purposes of this paragraph, to have completed 10 years' service at that time.

4. A pilot who leaves the service of the pilotage authority before he becomes eligible for a pension should be entitled to the return of his contributions paid in respect of his earnings.

5. The widow of a pilot pensioner or of a pilot who dies during employment, having completed not less than 10 years' service, should be entitled during her life or until remarriage, to one half of the pension payable to the pilot pensioner, or to which the pilot so dying would have been entitled if he had been eligible to retire on pension at the date of his death:

Provided that

(a) if the widow was more than 10 years younger than her husband at the date of his death the pension payable to her should be reduced by 3 per cent. for each such year in excess of 10;

(b) the widow of a pilot to whom she was married after his retirement should not be eligible for a pension.

6. An annual allowance at the rate of £52 per annum should be paid to the parent or guardian of each child of a pilot who has died during his service or while in receipt of a pension, provided such child is under 16 years of age or is under 18 years of age and is undergoing full-time education.

The recommendations were accepted in principle although Trinity House and the Dock and Harbour Authorities Association were unable to endorse clause 4. It was agreed that the proposals constitute a framework which represented good pension practice, but was not necessarily to be regarded as a blue print for universal acceptance. Local conditions may necessitate some modification but the recommendations constitute an objective to be achieved wherever possible.

Finally it was also accepted that endorsement of the proposals did not involve any recommendation as to the method whereby the aims were to be financed.

The principle having been accepted, it was agreed that all authorities should be circulated. This has now been done and a copy of the recommendations has also been sent to each local secretary of the U.K.P.A.

In a covering letter to the local secretaries Mr. Griffiths wrote "... it is suggested that as a first step pilot representatives should seek the appointment of a subcommittee for the purpose of examining existing pension arrangements and where they fall short of the recommendations, (as the vast majority do), making proposals for the earliest possible adoption of the recommended principles. Pilot representatives are advised in cases where authorities show little enthusiasm to urge the obtaining of an actuary's report, which amongst other things should advise as to ways and means whereby the recommendations can be brought into operation, either immediately or by gradual stages within a reasonable period of time.

"Please keep me informed of developments and in the event of difficulty the Executive Committee will consider what action can be taken at Association level"

WILLIAM SCOULLER, Clyde

The many friends of Captain William Scouller, of 145 Hillview Drive, Clarkston, Glasgow, in pilot services all over the world will be grieved to hear of his death at the early age of 57. From the Donaldson Line he entered the Clyde Pilotage Service in 1936.

Bill Scouller was a man who loved pilotage, and was always willing and happy to offer any help or advice to younger men. Anything which would improve conditions, or advance the status of pilots immediately had his whole hearted support. He will be sadly missed — J. H. I.

FRANK CHESTER, Cinque Ports

Mr. Frank Henry Chester who entered the London Pilotage Service in 1916 and retired in 1951 died at his home in London Road, Kearsney in May at the age of 79. As an apprentice he was in the four-masted barque *Hinnemore* and later was an officer in the Glen & Manchester Lines. He held an extra-master's "ticket".

From 1914 until he became a pilot he was on active service. He was much liked by his fellow pilots and the mourners at the funeral included some retired men who had served with him and others still in the service. The numerous floral tributes included one from the Cinque Ports pilots.

CAPT. POLLARD'S CAREER

IN THE LAST ISSUE of *The Pilot* it was possible to make only a brief reference to the career of the late Captain T. W. H. Pollard, a former Cinque Ports pilot.

From 1918 to 1931 he was with the Anglo American Oil Company, starting as an apprentice and rising to become master. To obtain qualifications required by Trinity House in a prospective pilot he sailed as first mate in the barquentine *Water Witch* and



afterwards for several years was with the London & Channel Islands Steamship Company. Except for a war period as a naval officer he was in the pilotage service from 1936 to 1959 and then became second officer of the famous *Cutty Sark*, until in April last year ill health compelled him to resign. The accompanying photograph was taken aboard the *Cutty Sark*.

Captain Pollard was elected a member of the Honourable Company of Master Mariners in 1955.

LOCAL SECRETARIES

Aberdeen	...	W. A. Gervaise	...	Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrossan	...	A. Caldwell	...	8 Yarborough Place, Ardrossan.
Barrow-in-Furness	...	I. R. Hoffmann	...	119 Rampside, Barrow-in-Furness.
Barry	...	J. Bennett	...	Brent Knoll, Port Road East, Barry, Glam.
Belfast	...	A. G. Starkey	...	6 Rosetta Avenue, Ormeau Road, Belfast.
Boston, Lincs.	...	A. V. Howard	...	25 Main Ridge, Boston, Lincs.
Bridgwater	...	P. D. Thomson	...	16 Esplanade, Burnham-on-Sea, Somersct.
Brixham	...	R. R. Gatzias	...	24 Lower Street, Dartmouth.
Cardiff	...	C. D. Morgan	...	54 St. Angela Road, Heath, Cardiff.
Clyde :-				
Glasgow	...	J. H. Innes	...	Clyde Pilot Office, 16 Robertson St., Glasgow, C.2.
Gourock	...	G. C. Howison	...	13 Barnhill Road, Gourock, Renfrewshire.
Dartmouth	...	R. R. Gatzias	...	24 Lower Street, Dartmouth.
Exeter	...	P. R. Bradford	...	48 Camperdown Terrace, Exmouth, Devon.
Falmouth :-				
Sea	...	E. Carlyon	...	Pilot Boat Association, 14 Arwenak St., Falmouth.
River	...	J. Timmins	...	Basset House, Ponsharden, Falmouth.
Fowey	...	W. L. Dunn	...	53 West Street, Polruan, Fowey.
Gloucester	...	L. C. Taylor	...	Pilotage Office, Sharpness, Glos.
Goole	...	H. Richman	...	71 Woldcarr Road, Anlaby Road, Hull.
Grangemouth	...	A. McArthur	...	Pilot Office, The Docks, Grangemouth.
Hartlepool	...	T. Stevenson	...	7 Heugh Chare, Hartlepool.
Hull	...	D. Grainger	...	Humber Pilots' Society, 50 Queen Street, Hull.
Ipswich	...	W. Steele	...	45 Dercham Avenue, Ipswich.
Isle of Wight (Inw'd)	...	D. Kernick	...	25 Union Street, Ryde.
Leith	...	T. R. Wilson	...	12 Beresford Gardens, Trinity, Edinburgh.
London :-				
Cinque Ports	...	J. D. Sharp	...	Naburn, Eythorne Road, Sheperdswell, Kent.
Channel	...	M. H. Taylor	...	30 Grange Road, Gravesend.
River	...	E. J. Hobbs	...	River Pilots' Office, Royal Terrace Pier, Gravesend.
Medway	...	C. A. Rhodes	...	19 Glenwood Drive, Minster, Sheppey.
North Channel	...	K. C. Davis	...	9 Queen's Road, Dovercourt.
Londonderry	...	C. M. O'Donnell	...	3 Oakfield Drive, Londonderry.
Middlesbrough	...	W. E. Guy	...	25 Wheatley Close, Acklam, Middlesbrough.
Millford Haven	...	H. Phillips	...	Longleats, Merlins Avenue, Merlins Bridge, Haverfordwest
Newhaven	...	W. Cross	...	62 Hill Crest, Newhaven, Sussex.
Par	...	F. Dunn	...	Trinity House Pilots, Doonside, Par, Cornwall.
Plymouth	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth.
Poole	...	A. W. James	...	15 Harbour Hill Crescent, Poole, Dorset.
Portsmouth	...	L. K. Mitchell	...	Trinity House Pilots, Victoria Pier, Portsmouth.
Port Talbot	...	E. Hare	...	8 Bath Street, Port Talbot.
Preston	...	H. Halsall	...	Pilotage Office, The Docks, Preston, Lancs.
St. Ives	...	R. J. Martin	...	Trewyn, Higher Ayr, St. Ives.
Shoreham	...	R. Carruthers	...	Cordillera, Croft Avenue, Southwick, Sussex.
Southampton	...	K. J. Hutchings	...	Pilot Office, 18 Queen's Terrace, Southampton.
South Shields	...	R. Marshall	...	Pilot Office, South Shields.
Sunderland	...	G. H. Donkin	...	8 Melvyn Gardens, Sunderland
Taw & Torridge	...	V. W. Harris	...	Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth	...	J. E. Broom	...	5 Strand, Teignmouth, Devon.
Trent	...	J. Barley	...	735, Marlleet Lane, Sutton Ings, Hull.
Workington	...	R. G. G. Branch	...	10 Infirmary Road, Workington.
(Whitehaven and Maryport)				
Wisbech	...	E. M. C. Dale	...	90 Edinburgh Drive, Wisbech.
Yarmouth	...	C. Bewley	...	35 Sussex Road, Gorleston-on-Sea, Yarmouth.