

# The Pilot

(OFFICIAL ORGAN OF THE UNITED KINGDOM PILOTS' ASSOCIATION)

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October, 1966



## KINGSTON UPON HULL

*That is the official title of the City of Hull where the Seventy Ninth Conference of the United Kingdom Pilots' Association will be held in the last week of October. Among recent enterprising activities at Hull have been developments at the docks. King George's Dock, part of Hull's seven miles long system has experienced what has been described as a major face lift at its north-western arm by the construction of two "Roll-on Roll-off" berths and a Ferry Terminus handling container cars and passengers to Rotterdam and Gothenburg. The whole undertaking was officially opened by the Transport Minister. Mrs. Barbara Castle, M.P. The picture shows the opening of the service to Rotterdam with the motor vessel Norwave approaching stern first towards the dolphin.*

HEAD OFFICE OF THE ASSOCIATION:

SHANNON COURT • CORN STREET • BRISTOL

C. D. GRIFFITHS, O.B.E., D.F.C., — General Secretary and Solicitor  
to whom all communications are to be addressed

# United Kingdom Pilots' Association

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*Date elected:*

1963 S. GREEN (Barrow), 2, Prospect Avenue, Barrow-in-Furness.                      Barrow 1401.  
1963 T. W. FLEMING (Clyde, Gourrock), 5, Ashton Road, Gourrock.                      Gourrock 32106.  
1963 G. W. DUNN (Humber), 7, Grove Lane, Waltham, Grimsby.                      Waltham 3393.  
1964 R. D. BALMAIN (London River), 24 Pine Avenue, Gravesend.                      Gravesend 4796.  
1964 C. A. RHODES (Medway), 81 Minster Road, Minster-on-Sea, Sheerness.                      Sheerness 3797.  
1964 P. A. LEVACK (Gravesend, Channel), 29 Hillingdon Road, Gravesend.                      Gravesend 5254  
1965 R. H. FARRANDS (North Channel), 451, Main Road, Dovercourt.                      Harwich 2611.  
1965 G. W. GIBBINS (Sunderland), 1, Featherstone Street, Roker.                      Sunderland 3049.  
1965 T. MORGAN (Cardiff), 97, Maes-y-Coed Road, Heath, Cardiff.                      Cardiff 62502.

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THE TWO VICE-PRESIDENTS

**General Secretary and Solicitor :**

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**Editor of "The Pilot" :**

ALFRED CURTHOYS, 25 Grand Drive, S.W.20.                      LIBerty 7376.

## A YORKSHIRE WELCOME AWAITS US

For the first time since 1939 when Conference met at Newcastle upon Tyne, it goes into the provinces this year, an invitation to Hull having been accepted last year when we met aboard H.Q.S. *Wellington*. The invitation was received with enthusiasm and the Humber pilots have seen to it that their colleagues and the women folk are given the sort of welcome for which Yorkshire is famous. The U.K.P.A. local secretary has had a busy time making the arrangements and it must be a great satisfaction to all that the Banqueting Chamber at the Guildhall will be used for the business meetings and on other occasions. In the long history of the Association covering over 80 years it will be only the fifth time Conference has been held at Hull.

The names of the Conference sub-committee who have been working with Mr. Barrett are as follows: H. Forrester, Hull; R. Hobson, Hull; L. Gomersal, Hull; L. G. Tock, Hull; J. Sedgely, Hull; K. E. Goldsmith, Hull; G. Hall, Grimsby; and H. Foulger, Grimsby.

The programme is as follows :-

**TUESDAY, 25th OCTOBER**

10.30 a.m. The Conference meeting of the Executive Committee.  
3.30 p.m. Welcome to Executive and delegates and visitors by Lord Mayor.  
7.30 p.m. Lord Mayor's Dinner for members of the Executive at the Guildhall.

**WEDNESDAY, 26th OCTOBER**

10.00 a.m. Conference to be opened by the Lord Mayor.  
1.00 p.m. Humber Conservancy Board luncheon for Executive and delegates.  
Only for those attending Conference.  
6.30 p.m. U.K.P.A. Reception at the Guildhall.  
8.30 p.m. Humber Pilots' Buffet Supper dance at the Skyline Ballroom.

**THURSDAY, 27th OCTOBER**

10.00 a.m. Conference to be opened by the High Sheriff.  
1.00 p.m. Lunch for those attending Conference will be provided by the U.K.P.A.  
6.30 p.m. Reception given by the Hull Chamber of Shipping and Commerce at the Hotel Eden, Willerby (five miles west of Hull) for the Executive and their ladies.

The British Transport Docks Board are very kindly entertaining the ladies on Wednesday, 26th October and the following programme has been arranged :-

10.00 a.m. Transport will be provided outside the Station Hotel, Paragon Square.  
10.45-                      Coffee at the Passenger Terminal.  
11.00 a.m. Riverside Quay.  
12.30 p.m. Buffet lunch on the "Roll on/Roll off" Terminal, King George Dock.  
1.30 p.m. Proceed to Beverley Minster.  
3.00 p.m. Return to Hull.

### CONFERENCE RESOLUTIONS

On the agenda are two resolutions of which notice has been given, one from London and the other from the Humber. The former is as follows:-

That this Conference is opposed to Pilots and Pilotage Services being controlled or administered by Port Authorities, and considers it to be in the best interests of the Shipping Industry, the Pilots, and the Nation, for the government of Pilotage to be entrusted to a new Centralised Pilotage Authority.

It will be proposed by Mr. R. E. Sanders and seconded by Mr. N. R. Knowles.

The Humber resolution to be moved by Mr. F. Berry, seconded by Mr. Barratt is:-

That this Association invite the President of the Board of Trade to appoint a Departmental Committee of Inquiry to report upon the efficiency of the Pilotage Service organisation throughout the United Kingdom.

### NOMINATIONS FOR THE EXECUTIVE COMMITTEE

There are three vacancies on the Executive Committee caused by the retirement under the Rules of the three members longest in office, namely MESSRS. G. W. DUNN (Humber) T. W. FLEMING (Clyde, Gourrock) and S. GREEN (Barrow).

MR. DUNN is not seeking re-election.

MR. FLEMING and MR. GREEN are seeking re-election and in addition the following have been nominated:-

MR. F. BERRY (Humber)

MR. J. A. EDMONSON (Cinque Ports)

MR. K. GRANT (Southampton)

MR. E. T. WORCESTER (Isle of Wight)

At the conclusion of the Executive Committee meeting on 26th July Mr. Wynn announced to the intense regret of all that he had finally decided not to continue as a member of the Executive. He confided to the Editor that it was time that a younger man took over.

### "IT SHOULD NOT BE LEFT TO CHANCE"

The National Pension Scheme will be among the most important matters to be discussed at our forthcoming Conference, and it is greatly hoped says Mr. Griffiths that delegates will arrive from their ports "in a position to indicate whether or no they are in support of the proposal for the setting up of a National Scheme.

"To assist you in your consideration of the matter, Mr. Tate, who has done virtually the whole of the work in investigating and preparing the proposals, has now drawn up a memorandum setting out the history and the present position. I suggest that this document should be studied carefully in conjunction with a copy of the Government Actuary's report dated October 1965 which is already in your possession, in order to

assist you in coming to a proper conclusion."

We were very much impressed by the masterly statement of the position prepared by Mr. Tate. It ran into several thousand words and a particularly striking passage which caught the eye inspired the heading of this article.

**It is unthinkable that the provision of an adequate pension should either be left to chance or should be denied to any individual.**

We would also commend to your earnest attention the closing paragraphs of the document which are :-

"Some ten years ago pilots in general accepted the principle of rationalised earn-

ings - a decision which has proved its worth as a bulwark against falling monetary values - but the logical sequence whereby pensions should be related to the agreed levels of earnings is studiously avoided by many who subscribed to the original idea of rationalisation being introduced in pilots' conditions of service. Fears that their present pension arrangements would suffer are unfounded, and the Government Actuary has taken every precaution to ensure that the funds of the better schemes should not be used to subsidise the less well founded funds and there is not the slightest thought of altering this condition.

There is no difficulty inherent in the establishment of a National Scheme for future entrants to the pilotage service which ensures benefits along lines that such entrants would accept as being quite normal, and whilst there may be many active pilots who regard any move towards a national scheme with indifference for the very good reason that they personally will not be affected because of age or other reasons, they must be reminded that they have a responsibility to ensure that future pilots have reasonable conditions, particularly as pension conditions for the future are always in the hands of the present."

### PORTABLE V.H.F. EQUIPMENT

THE difficulties experienced at certain major ports handling very large vessels in convenient facilities for V.H.F. communication during berthing operations has been a matter to which the Executive Committee has been giving consideration. While many methods have been suggested to enable a pilot to speak instantly either to tugs or berthing master, the ideal arrangement seems to be a light and efficient portable set restricted to the essential channels.

Everyone will be familiar with the problems encountered in getting approval for this, but it would appear that the Chamber of Shipping, through its Radio Advisory Service, has at last been successful in making a major breakthrough. To avoid the possibility of misunderstanding, we have the permission of Captain R. G. Swallow, R.N.(Rtd.), the Director of the Radio Advisory Service, to publish a circular of 24th June sent by the Chamber to all its members, which is printed below.

"Marine portable V.H.F. equipment is finding more varied applications aboard ship and the question of interpreting the International Radio Regulations in connection with the type of equipment has been under consideration for some time.

"According to Radio Regulations 988-990 all ship stations equipped with V.H.F. radiotelephony for operation in the International Maritime band shall be able to send and receive on the safety and calling channel 16(156.8 Mc/s) and the inter-ship

channel 6(156.3 Mc/s) in addition to any other channel necessary for their particular service. The G.P.O. have therefore in the past made this a condition of the licence for portable equipment.

"Experience has shown that in order to produce portable V.H.F. equipment at a reasonable price and to keep its size and weight as small as possible, there is a limit to the number of channels which can be accommodated. It has now been agreed with the G.P.O. that in future a portable V.H.F. equipment need not be classed as part of a ship's installation. It will continue to be licensed separately on the channels necessary for the type of service which it is required to fulfil.

"All permanently installed V.H.F. equipment for radiotelephony in the International Maritime Mobile Service will still require to have available channels 16 and 6. When a portable V.H.F. set is used in lieu of a permanently installed ship station the same conditions will apply."

In the circumstances clearly set out in that circular, it will in future be possible for pilots to be provided with portable sets carrying only the channels necessary for the job in hand.

It is hoped that all pilots interested will investigate this matter fully with the aid of their Authority, and in the event of difficulty they should communicate with Mr. Griffiths who will be happy to take the matter up on their behalf.

## CAPT. G. N. RICHARDSON

This edition of *The Pilot* was in the hands of the printer when we heard from Mr. Barratt of the death of an old friend, George N. Richardson, O.B.E. on 5th October, aged 77.

We met him at our first Hull Conference in 1919 when he was a Humber delegate. He was elected to the Executive in 1927 and from 1938 until 1943 was a Vice-President. For some years after that he was a trustee.

In 1943 *The Pilot* carried a picture of him taken outside Buckingham Palace when he was invested with the O.B.E., a New Year Honour for meritorious service in the Merchant Navy.

In 1939 he was appointed master of the pilot cutter *J. H. Fisher* and retained his licence. An end to his service afloat came in 1947 when he was appointed Commodore of Pilots following the sudden death of Capt. J. M. Holland. He retired in 1959 when he was 70 years of age and at the Conference in that year was appointed an Honorary Vice-President of the U.K.P.A. which he remained until his death.

### A SUMMER BREEZE

Here is a quotation from proceedings in connection with the 1919 Conference at Hull.

Mr. Dick Lewis suggested that there might be a time limit to the speeches, but

The President, Michael Joyce, replied that such a course might cause a lot of trouble, for as soon as an attempt was made to bottle a man up it got his back up. "At every Conference we have" said Mr. Joyce, "there is thunder and lightning in the air, but it generally ends in a summer breeze".

### HENRY VIII INTERVENED

A story told at the 1931 Conference by Councillor Till :-

"When Henry VIII was staying in the City he was told that a vessel had come up the Humber with an alien pilot. The King sent the vessel back again to the roads, and had her brought in by a licensed pilot duly appointed by Trinity House."

## FUNDS FOR THE JOBS AHEAD

The following notice from the General Secretary was sent to all local secretaries at the beginning of August.

In accordance with Rule 23 of the Rules of this Association, notice is given to all members that on the recommendation of the Executive Committee at its meeting on 26th July, application will be made to Conference for approval to increasing the annual subscription from the current figure of £6.10s.0d. to £8 per annum.

It was naturally regretted that this step should have become necessary, but after most careful consideration it was decided that, in view of the many important problems likely to be met in the ensuing few years, e.g. the National Pension Scheme, the future of the Pilotage Service in relation to Harbour Authorities, and possible changes which may be suggested affecting the status and remuneration of pilots generally, the Association should not be in any degree hampered by lack of funds in pursuing an energetic policy to ensure that the interests of pilots are adequately protected.

### RESCUE AWARDS

Trinity House Pilotage Service News records that in recognition of the fine rescue operation performed by the pilot vessel *Pelorus* an award of plate to the master, Mr. H. M. Revill, took place on 27th July at Trinity House and the seamen concerned received the Queen's commendations for brave conduct. The seamen were also presented with Lloyd's bronze medals at Lloyd's on the 1st August and they and the master and mate received the Emile Robin award, 1965. The owners of the *Bowqueen* have decided to make awards to *Pelorus's* officers and crew at Dover in the near future.

\* \* \*

Capt. S. U. H. Walker retired at end of last year owing to ill health. He had been a pilot since 1936 and was choice pilot for the General Steam Navigation Co. Ltd., since the war.

\* \* \*

Capt. L. P. Gadsdon retired in March at the age of 65. He was licensed in 1934 after serving as master with the General Steam Navigation Co. Ltd. He had been choice pilot for Ellerman's City Line since the war.

## E.M.P.A. ANNUAL GENERAL MEETING

### Mr. D. H. Tate, "an outstanding Pilot" Elected a Vice-President

*The report of the delegates who attended the E.M.P.A. annual general meeting at Gothenburg was not available at the July meeting of the Executive of the U.K.P.A. It was agreed that Mr. Farrands and Mr. Balmain should co-operate in preparing a report in this edition of The Pilot.*

FOLLOWING the invitation of the Swedish pilots of the Svenska Lotsförbundet, the 1966 Annual General Meeting of the European Maritime Pilots' Association was held in Gothenburg on the 24th and 25th May. The Swedish pilots are to be congratulated on the most efficient arrangements for the meeting and the hospitality shown during the social functions which were arranged for the evenings.

Some 40 pilots attended the meeting from eleven European countries. The number included observers from Finland, Denmark and Norway who are not as yet members of E.M.P.A. A welcome surprise was that of seeing E. Hobbs (London River) who had travelled to Gothenburg under his own steam to attend the meeting. The United Kingdom Pilots' Association was represented by D. H. Tate, R. D. Balmain and R. H. Farrands.

The Spanish Federation of Pilots were accepted as members of E.M.P.A. bringing the total membership of countries to eight.

We would all like to congratulate Dan Tate who was elected at this meeting to the position of a Vice-President and member of the Executive Committee of E.M.P.A. and would like to quote the words of a pilot of the Dutch delegation who referred to him as an "outstanding pilot", a phrase to which we would all subscribe.

The Secretary's report opened with the following words. "Gentlemen, our fourth Annual General Meeting and a very important one, not only for its agenda, but also because today your Executive has completed the three years' mandate. We have served the interests of pilots to the best of our ability, trying to think and act solely as Europeans, putting aside our national feelings. And believe me, this is not always

easy. One does not destroy in a few months the effects of an education which for all of us in our youth was based on national pride and tradition, centuries old . . . ."

Discussion following the Secretary's report suggested that delegates were well satisfied with the progress that E.M.P.A. had made during the first three years of its life. Correspondence had been received from pilots' associations in Canada, Australia, Japan and a newly formed association of South American pilots based on E.M.P.A. rules. This correspondence suggested that E.M.P.A. should become an international organisation of pilots. It was felt by the meeting that it was too early to think in terms of an international association and that E.M.P.A. needed to consolidate itself on a European scale before venturing further afield.

It was felt however, that E.M.P.A. had to have a definite common policy with regard to pilots' responsibilities, pensions, working conditions etc. It was necessary to have a target to aim for otherwise the ever increasing amount of information on paper which each country was accumulating would be largely purposeless. To assist the Executive in achieving this aim, four subcommittees were set up :-

- A. Earnings.
- B. Technical aspects of pilotage.
- C. Legal aspects of pilotage
- D. Working conditions.

Mr. Bagge (Sweden) was placed in charge of 'A', Mr. Farrands (U.K.P.A.) of 'B', Mr. Savatier (France) of 'C' and Mr. Verhoeef (Netherlands) of 'D'. The setting up of these subcommittees was the most important feature of the meeting and marks the end of the first phase of E.M.P.A.'s history and the beginning of the second.

### Reports from Delegates on their Associations' activities

In the main these were confined to improvements in earnings, pensions and working conditions but the following may be of interest to members of the U.K.P.A.

#### Sweden

The Swedish pilots have for some years been trying to obtain improvements in their earnings, working conditions and pensions. The outcome of these negotiations commenced last December has so far been unsatisfactory. A move had been started by the Government to downgrade the pilot's responsibility and his consequent entitlement to higher earnings. The Minister had proposed under a new agreement coming into force on the 1st January, 1967 that pilots would be required to carry out their professional duties strictly in accordance with the Swedish Pilotage Act. The Act states that a pilot gives only advice and that the master is in charge of the manoeuvring of the ship.

In protest, pilots at ports on the east coast of Sweden had started working to rule or more correctly the Pilotage Act with the consequent disruption of shipping in those districts. The Swedish Ombudsmannen is now investigating the matter.

The E.M.P.A. meeting supported the Swedish pilots' contention that they were pilots and not advisers and suggested that, should the Swedish pilots lose their case, it might lead to attacks on pilots in other countries where pilots' responsibilities were ill defined. Consequently the following telegram was sent to the Swedish Minister of Communications :-

The E.M.P.A. would like to draw your attention to the fact that proposals in respect of the conditions under which Swedish pilots are to be required to carry out their professional duties is contrary to accepted international practice. It is felt that the conducting and directing of a vessel to its destination in pilotage waters should continue to be exclusively in the hands of the pilot engaged for that purpose. Any attempt to interfere with this long established practice is contrary to the best interests of shipping.

#### Netherlands

During the last year the Dutch pilots had set up technical committees in each of the 6 pilotage districts. Various technical reports had already been produced and shore authorities had appreciated the value of such consultative facilities. A Documentation Centre had also been set up to collate information from all pilotage districts.

#### France

The trials on remote pilotage were still being carried out in the Gironde Estuary but so far no convincing results had been obtained. The French Federation of Pilots were keeping a close watch on the situation as it may have far reaching effects on sea pilotage and the use of sea cutters.

Under a new Harbours Law, the ports of Dunkirk, Le Havre, Rouen, Nantes, Bordeaux and Marseilles have become autonomous and pilotage may become a function of the harbour authority. This is causing the French pilots a little anxiety with regard to their self-employed status.

#### Spain

The Spanish pilots had heard rumours that their major ports were to be transferred from the Public Administration to independent harbour boards and that pilots would be placed under the control of the new harbour boards. The Spanish pilots not wishing to lose their self-employed status and become servants of "commercial interests" approached the Secretary of the Merchant Marine who stated that no final decision would be taken without consulting the pilots. At a subsequent meeting, the Minister of the Merchant Marine stated that he was quite satisfied with the present system of pilotage administration and that he did not see sufficient grounds for change. It appears possible that the scheme has been abandoned for the time being. The Spanish pilots feel that similar changes may take place in other countries and suggested that the subject be discussed at the next Annual General Meeting.

#### Italy

Mr. Rosasco, President of the Italian Federation of Pilots proposed that a fund be set up to compensate the families of pilots who lost their lives in the performance

of their duties. He suggested a contribution of five dollars per pilot to form a fund of 20,000 dollars. A sum of 10,000 dollars to be paid to the family of a pilot whose death was caused by an accident incurred through his pilotage duties. A commission would be appointed by the Executive Committee to ascertain the circumstances of the casualty before payment was made. Not only would this be a tremendous benefit in times of need but would lead to a thorough investigation of accidents befalling pilots.

This proposal had a wide measure of support and will be discussed by the Executive Committee during the course of the next year.

#### Germany

Following the submission by German pilots that shore-based radar chains would give a more efficient service to shipping if managed and operated by the pilots of the district, the German Government had given the Elbe pilots one year's trial on the station at Brunsbuttel. The Brunsbuttel station covers the upper reaches of the Elbe to Hamburg some 35 miles, the station at Hamburg having been operated by the Hamburg pilots for some years now.

The Elbe pilots reported that their year's trial had just been completed and the experiment had been a great success. Reports from shipmasters had been very enthusiastic. In comparison to civilian operators who had only given positional information, the pilots were able to give both information and advice based on their practical experience and to take responsibility for their advice.

Pilots had been trained on the shore-based radar during the year and had taken over its operation when the visibility fell below one nautical mile. Pilots were taken from the Brunsbuttel station as occasion demanded.

It has been subsequently learnt that the German Government has now agreed to the Elbe pilots taking over both the Brunsbuttel station and the Cuxhaven station covering the Elbe from Elbe I Light Vessel to Hamburg. Their Government has also agreed that the Weser pilots are to take over the Weser shore-based radar station at Bremerhaven and Bremen and in this case, pilots will give a 24 hour service.

#### Pilot Ladders

The E.M.P.A. pamphlet on pilot ladders had been distributed to authorities, ship-owners and shipping and improvement in facilities had been noted everywhere.

An International Conference on pilot ladders had been held at the Netherlands Standards Institute in Holland on the 24th and 25th March. E.M.P.A. had been asked for its proposals concerning pilot ladders and these were discussed. Eight pilots from E.M.P.A., including Mr. Balmain (U.K.P.A.) had attended the Conference.

Recommendations for standard pilot ladders will be passed to the Council of the International Standards Organisation for ratification which is expected to take some two years to bring into effect.

#### Use of the English Language in Shore-based Radar Services

The German pilots reported that their Government had advocated to the Inter-Governmental Maritime Consultative Organisation that the English Language should be used by shore-based radar advisory services in all pilotage waters. In this context the Docks and Harbours Association of the U.K., representing harbour authorities of North West European ports had submitted a draft standard vocabulary of words and phrases for use in port information services.

The overwhelming majority of pilots at the E.M.P.A. meeting were against the use of English as standard language by shore-based radar stations. Such a system could lead to disastrous results due to misunderstanding arising from badly spoken English at critical moments during a ship's passage in pilotage waters. It was appreciated that masters of ships using foreign ports may not be kept in the picture through inability to understand the language being used by shore personnel but this was inevitable even if English was used. It was also considered that the use of English might also be lead to remote pilotage which was not in the best interests of shipping.

The German delegation undertook to communicate with their Government stating their disagreement with the steps taken.

### E.M.P.A. recommendations concerning Navigation of Tankers and provision of Port Facilities

The E.M.P.A. recommendations had been submitted to the appropriate government departments of the member countries. So far only the German and British Governments had expressed any interest. As far as the U.K.P.A. was concerned, the Board of Trade had submitted the Recommendations to their Safety of Navigation Committee on which pilots are represented by Mr. K. Davis (London North Channel). Subsequently it has been learnt that a meeting of this Committee on the 21st June had discussed the Recommendations and in most cases had suggested that they were a matter for local arrangement between ship-owner and the harbour authority. However it was unofficially stated by a Board of Trade officer that some of the recommendations would be submitted to I.M.C.O. for discussion by their Maritime Safety Committee.

## NEW JOB FOR CAPT. JANES

### Commendable Foresight by Consultant Engineers

"Can you picture F. V. JANES leading a life of idleness now that he is retiring from the pilotage service? He has many interests which will keep him busy."

Our prophetic thought which inspired these words after the 1964 Conference is being fulfilled.

Capt. Janes, has been engaged by Sir Alexander Gibb and Partners who are the consultant engineers to the West Australian Government in respect of large scale developments at Port Hedland, N.W. Australia whence it is intended to export up to 30 million tons of iron ore annually. Initially 40,000 to 68,000 tons bulk carriers will be used, but up to 100,000 tons are envisaged. This will necessitate large scale dredging and substantial harbour work which are already in the planning stage. Capt. Janes is to advise whether these are suitable for the manoeuvring of such large ships, and whether in fact the proposals are adequate to meet the projected traffic requirements safely and expeditiously. He flew to Australia on 5th August.

As a member of the Executive of the U.K.P.A. Janes was selected to specialize in

### Exchange of Pilots' Children

Many requests had been received by E.M.P.A. for the exchange of pilots' children, and exchanges had been effected. Requests for 1967 should be submitted by December in order that the information may be printed in the E.M.P.A. annual booklet. Requests from U.K.P.A. pilots should be sent to R. H. Farrands.

### 1967 Annual General Meeting

The Spanish Federation of Pilots invited E.M.P.A. to hold their 1967 A.G.M. in Spain.

This was gratefully accepted and provisional dates arranged for the 8th and 9th May.

R. H. FARRANDS.

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I fully endorse Dick Farrands's report and congratulate on a first class job.

R. D. BALMAIN.

the problems posed by the ever increasing size of bulk carriers, and in this capacity obtained the views and experiences of pilots from most U.K. ports and a good many European ports as well, partly through personal contact at the Conferences of the European Maritime Pilots Association. This background knowledge will be very valuable as an addition to the personal experience of handling large tankers which is, of course, common to all Southampton pilots.

This appointment is quite unusual and in some respects may be unique. The commendable foresight of Sir Alexander Gibb & Partners in choosing as an adviser someone who has substantial practical experience of their particular problems will be gratifying to pilots generally. This enlightened attitude is all too rare as most often pilots are not consulted until new harbour work and installations are in such an advanced stage that no material alterations are possible. In subsequent years it is the pilots who then have to cope with ill-designed alignments and so on, which could easily have been avoided often at less cost had appropriate consultations occurred in the early stages of the project.

## RADAR TRAINING AND PILOTAGE

IN the February issue of *The Pilot* page 40 was an article "Radar Training and Pilotage". In it we reported that in the closing stages of the Conference last year Mr. Tate announced that the Chamber of Shipping had made a preliminary approach to the Association on the possibility of pilots being given leave to attend radar courses and refresher courses.

On the 1st August the General Secretary sent a communication to local secretaries reminding them of what had appeared, showing the interest which the U.K.P.A. with the full support of the Chamber of Shipping was taking to ensure that all its members were fully competent "to make proper use of the various types of shipborne radar with which they were likely to come into contact".

"Developments in the electronic field" he continued, "have made such rapid strides in recent years that it was felt desirable to recommend all pilots to familiarise themselves with modern radar sets and display, and be able to put them to the best possible use. To this end the Executive felt that everyone should be prepared to attend a suitable radar simulator course with a syllabus specially adapted to your particular needs.

"Attached hereto is a list of places where these courses are held, together with a copy of a syllabus which the Southampton pilots arranged after practical experience of the course and in full consultation with the Officer in charge of the Warsash School of Navigation. It is hoped this will be found a useful guide in order that the course you attend will enable you to derive the maximum possible benefit.

"Some delay has taken place in following this matter up as it was hoped to reach agreement as to the source from which the cost of attending these courses should be met. On going further into the matter the Executive Committee felt that in many instances the cost itself would be relatively small, whilst in others, where pilots may have to be accommodated for possibly four or five days, we would become involved in providing estimates, with the inevitably prolonged delay which would result. The

Executive confidently felt that if pilots worked in co-operation with their Authority in arranging to attend these courses, little or no difficulty would be experienced in practice as to the most suitable way of meeting the expense, and the all-important thing was that the courses should be undertaken without further delay.

I am sending a copy of this letter to the Secretary of your Authority, and would be glad if you would kindly discuss the matter with him and in due course inform me of the arrangements which have been made. This information I will duly pass on to the Chamber of Shipping and to the Dock and Harbour Authorities' Association, in order that they are acquainted of the action being taken by pilots to equip themselves properly in playing their full part in improving the efficient operation of the ports they serve."

A list of places where the courses are held was given in *The Pilot*, February, but is repeated as a useful reminder.

Cardiff	Welsh College of Advanced Technology, Cathays Park, Cardiff.
Glasgow	School of Navigation, University of Strathclyde, George Street, Glasgow, C.1.
Hull	Nautical College, Boulevard, Hull, Yorkshire.
Liverpool	Department of Navigation, College of Technology, Byrom Street, Liverpool, 3.
London	Sir John Cass College, Jewry Street, Aldgate, London, E.C.3.
Southampton	School of Navigation, University of Southampton, Warsash, Southampton.
South Shields	Marine and Technical College, Westoe, South Shields, Co. Durham.

The syllabus of the Radar Familiarisation Court for Southampton Outward Pilots (School of Navigation University of Southampton) mentioned by Mr. Griffiths is as follows.

Elementary Theory:	Sufficient to understand what happens when controls are manipulated.
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- Presentations : An appreciation of Un-stabilised Ship's head up, Stabilised North up, True Motion North up, True Motion Ship's head up, and Stabilised Relative Ship's head up.
- Controls : Practice in the use of, and recognition of, maladjustment of controls.
- Radar Aids : Reflectors, Beacons, etc.
- Errors : False echoes and cause of errors in ranges and bearings.
- Plotting : An appreciation of, and a short exercise on, the Simulator.

The subject occupied considerable time at the meetings of the Executive in January, April and July and the circular letter already quoted was a suggestion adopted at the July meeting. The Secretary reported that he had discussed with the Chamber the question of attending the courses, but there seemed to be no fund to which it could be debited. The committee, however felt that in the majority of instances the question of meeting the expense would not present any particular problem.

At the April meeting the General Secretary read correspondence he had received from Mr. K. E. Powell the local secretary at Southampton regarding the syllabus which had been adopted after full discussion with the pilots by the School of Navigation at Warsash. It was mentioned that with one or two exceptions all the Southampton pilots had now completed the course and been granted the relevant certificate of competency by the Board of Trade.

Mr. P. I. Bevan of Southampton attended by invitation of the Executive their meeting in January in his capacity "as Communications Officer" for the pilots of the port. He had made a special study of both radar training and V.H.F. port facilities. He had already visited the School of Navigation and it was emphasised that the normal course there which covered deep sea navigation and training in plotting was not what pilots primarily required, but Mr. Bevan felt that the Principal of the College as a result of the discussions was likely to prove highly co-operative in organizing courses to meet the more specialised needs of pilots, whose

particular problems were more concerned with the use of radar in restricted waters carrying a considerable density of traffic, and who required also to be thoroughly familiar with the variety of different types of radar sets likely to be encountered in order to be able to make proper use of them.

The syllabus eventually prepared is quoted above. The Executive Committee greatly appreciated the obvious interest which Mr. Bevan had taken in these matters and were impressed by his undoubted mastery of the subjects.

\* \* \*

#### HE DOES NOT RECOMMEND IT

Mr. K. J. Hutchings of Southampton was seriously injured in a road accident and was taken to hospital in a critical condition. Writing to *The Pilot* in September he gave the good news "I am glad to say I continue to make progress and hope to be able to try my weight on my pins soon.

My accident was the result of trying conclusions with a motor cycle; a course, I cannot recommend to anyone, while travelling to take away a tanker at Fawley."

We met Mr. Hutchings first when he was on the Inward Service which he joined in March 1936. He was in the Royal Navy between 1927 and 1944 and transferred to Southampton at the beginning of 1948.

\* \* \*

#### PILOTS DINNER AND DANCE

The annual dinner and dance of the London District Trinity House dance committee was held at the Royal Star Hotel, Maidstone. It was attended by 230 pilots from Dover, Gravesend and Medway and their guests who thoroughly enjoyed the function. The guests of honour were Viscount and Lady Simon (Port of London Authority), Captain and Mrs. Barnard, (Trinity House), and Mr. and Mrs. G. Smith (United Kingdom Chamber of Shipping).

Mr. S. C. Williams, Cinque Ports pilot made the speech of welcome, and Viscount Simon replied to the toast of "The Guests".

It is proposed to have this year's function at the Royal Star Hotel, Maidstone, once again, and to ask the President of the United Kingdom Pilots' Association, and his wife, to be our guests of honour.

## OTHER CONFERENCES AT HULL

THE FIRST Conference at Hull was in 1894 a year after the Association was formed and the second at Hull was in 1901. I did not attend either meeting and have no record of what transpired. The third meeting at Hull was in June 1919 and actually lasted four days, 17th to 20th June. It was regarded as a victory Conference and was in fact the fulfilment of an invitation the Humber pilots gave at the Glasgow Conference in 1914. To me, however, it had a very special significance. It was the last engagement I undertook during my career in Bristol. On my return home I prepared the matter which occupied 63 pages in the publication which was predecessor of *THE PILOT*, packed bag and set out for London as a new boy on the *Daily Sketch*.

A dominating personality in the 1919 Conference was Mr. J. Havelock Wilson, M.P. who was the leading spirit of a movement to establish the Seafarers Joint Council. In the same week the delegates to that Council met in Hull and were anxious to make an appearance at the pilots' Conference. That was partly responsible for the Conference running on to the fourth day when it was decided to enter the Council and the cover of the report giving the list of officers much as we do in *The Pilot* added after the name of Ald. Michael Joyce the President, the words "Representative on the National Joint Council".

Mr. J. J. Jones of Cardiff and later an Executive man explained that the Joint Council of Seafarers was formed from the Maritime Board, on which representatives of the different societies sat to adjudicate on the wage question. The societies represented were the Imperial Merchant Service Guild, the Mercantile Marine Service Association, the British Shipmasters' and Officers Protection Society (Sunderland), the Association of Coastwise Masters, Mates, and Engineers, the Marine Engineers' Association, the National Sailors' and Firemen's Union, the National Union of Ships' Stewards, Cooks, Butchers, and Bakers, and the Hull Seamen's Union.

Mr. Havelock Wilson was a speaker at the banquet in the City Hall, Lowgate. He also joined the delegates as the guests of Mr. Oswald Sanderson on a visit to Hessel Mount. It was recorded that on every occa-

sion he was greeted with whole hearted enthusiasm and his speeches created an enormous impression. Reading through them again he appears to have kept off actual advocacy of the Joint Council.

In the years that followed enthusiasm for the Council waned presumably because it had not pressed the views of the U.K.P.A. as much as the pilots would have liked and in spite of the vigorous defence by Mr. W. J. Davies who had become the Association's representative on the body the Southampton Conference in 1926 unanimously adopted the Liverpool resolution that the U.K.P.A. should "cease its affiliation with the Seafarers Joint Council".

Those few years had seen other important changes. Mr. Havelock Wilson had lost his seat in Parliament and so, too, had Mr. Michael Joyce whose successor for a time was Lt.Cdr. the Hon. J. M. Kenworthy (afterwards Lord Strabolgie). The latter was succeeded by Lord Apsley and the first Conference at which he presided was the one at Southampton.

At the 1919 Conference Mr. J. A. Duggan (everybody knew him as Jimmy) proposed the resolution "that the U.K.P.A. be reconstituted and brought into modern efficiency to cope with the present time". In the debate this was amended to "that it be an instruction to the committee to revise the rules to take into consideration the advisability of moving the headquarters of the Association to London or elsewhere and report at the next Conference".

A search through the record of the next Conference made no mention of the subject. Probably the rules were redrafted at a later period but the same idea seems to have been reverberated ever since.

Yet one more event of this period. The first issue of *The Pilot* was published in October 1920 and this one is the 150th.

Conference paid its fourth visit to the Humber in 1931. From a business point of view it was not so important as the one in 1919, but I have some pleasant memories, particularly of the social side. There was a garden party at Willerby Hall and beautiful weather favoured a run down to the Spurn on board what was then the Humber pilots new cutter *J. H. Fisher*.

## PILOT LADDERS

by R. D. BALMAIN

SINCE our last annual Conference quite a lot of work has been done on the matter of the pilot ladder – something all important in the life of every pilot – and I would appreciate a little space in our magazine to present the facts to all our readers.

An International Safety Organization Conference was held in Holland in March of this year and delegates from five countries attended. Countries not represented wrote in and sent suggestions on what they considered would be the best type of ordinary pilot ladder – various lengths and types of materials etc. were put before the conference delegates.

From this mass of data and suggestions the I.S.O. finally agreed on the type of ladder which I understand is fairly well known to pilots, having been circulated in the E.M.P.A. pamphlet.

At least we now know the sort of ladder we can reasonably expect to be provided for the use of pilots, and though I myself have noted a steady improvement in the general type of pilot ladder in the past few months, this is no time for utter complacency.

Any complaints about a ladder which, in the opinion of the pilot does not measure up to the required standards should be immediately brought to the notice of the ships master and if necessary, the owners of the vessel. I shall be happy to co-operate in the investigation of legitimate complaints.

With the introduction of the large bulk carrier becoming more evident in the daily life of the pilot the problem of embarkation and disembarkation is indeed serious. The maximum vertical height a pilot can be asked to climb is 30 feet – still too much in the opinion of some pilots – before stepping on to the accommodation ladder, now named by I.S.O. the embarkation ladder. Here the problem takes on a new angle, for as the bulk carrier steadily increases in size, with the introduction and growth of certain forms of automation such

as "Iron Mike" steering, tension winches etc., so the number of the crew forming the deck personnel steadily decreases. Many pilots will be familiar with the situation where a large bulk carrier has completed discharging her cargo and is sailing at the last moment.

When the time comes for the pilot to disembark, he finds two pilot ladders shackled together, and is expected to descend as best he can, and possibly with the ship rolling heavily, as the crew has been too busy and it takes too long to rig the accommodation ladder. This excuse will be obviated if the excellent and extremely practical idea of Mr. A. Thomson, a Southampton pilot of 38 years' experience, and who retired in June of this year, is adopted.

I visited Southampton recently, and in the company of a number of pilots tried out a prototype of the Thomson ladder, and found that it is all he claims it to be. Constructed of aluminium, containing a high proportion of rust resisting manganese, it incorporates a davit, worm and ratchet, and the whole thing can easily be swung out or in, raised and lowered, by one man. Rubber rollers are fitted to prevent any metal contact with the side of the ship, and a clamp keeps the ladder flush and steady in the event of heavy rolling. Mr. Thomson has spent months of time and a lot of money in producing this ladder which, in my opinion, is well worthy of adoption. I wish him every success.

The importance of the embarkation ladder to I.S.O. is emphasized by the fact that a conference on this subject is proposed for the future, at which shipowners or their representatives will be invited to attend, along with delegates from the I.S.O. member countries. Dealing with the question of the automatic hoist for pilots the Esso Petroleum Company has agreed to fit this type, the "Major Pilot Ladder Hoist" to all their ships over 47,000 tons, and some Scandinavian owners are showing interest and fitting this type of hoist.

*Continued on next page*

## GIFTS FOR TWO RETIRING CHANNEL PILOTS

TWO Channel pilots who retired from service in February attended a reception at the Masonic Hall, Gravesend. They were Mr. W. E. BRAY and Mr. D. WATSON. The *Gravesend and Dartford Reporter* printed the accompanying pictures and said that on behalf of his colleagues, Captain Herbert S. Pascoe, a senior Channel pilot, presented a coffee table and canteen of cutlery combined, to Captain William Edward Bray, aged 65, and a silver cigarette box to Captain Douglas Watson, also 65.

"Captain Bray who lives with his wife at 3 Ridgeway Avenue, Gravesend, went to sea at the age of 15. He gained his master's certificate in 1924 and ten years later became a Trinity House pilot. During his career he was for 14 years the company pilot for the Blue Star Line.

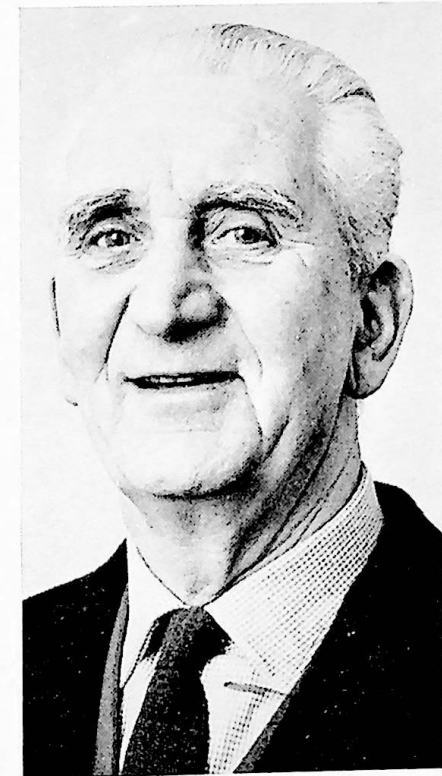
"During the second World War he volunteered for the Royal Navy and served in West Africa for 18 months before rejoining the pilot service.

"I have enjoyed every moment of my sea career," he told the *Reporter*. "The sea has always been in my blood, being the son of a Trinity House pilot. But I shall enjoy my retirement and as chairman of the United Pilots' Cricket Club will keep in touch with my colleagues."

Captain Bray has seen great changes on the Thames since he first became a pilot and, because of the increase in river traffic, declares the job to need more skill than it ever did.

"One has to make a quick decision in an emergency," he said. "There is no time to ponder."

He has one married daughter living in Gravesend.



*Capt. W. E. Bray*

*Continued from previous page*

Anything that will improve facilities for and lessen the hazard to the pilot is worth every effort as contrary to the belief held in some quarters pilots have only one life and not nine!

With many more countries showing willingness to co-operate in this vital matter, what may have appeared in the past to be slow progress will, I am sure, accelerate in the future.

Surely with the ever increasing size of ships, it is not only reasonable to ask, but right to demand that facilities provided for the pilot should be in line with modern thinking, and I am not prepared to accept that what was good enough in the past should be good enough for today or the future.





Capt. D. Watson

Mr. Watson, who is 65, served as a merchant seaman on coasters before deciding to become a pilot, in 1935. His training included a year's service on sailing vessels, when he had to handle cargo, shovel coal, climb the rigging, and carry out all the general duties of an ordinary seaman.

During the second World War, he served as a pilot in Freetown, Sierra Leone, for about eight months, as well as in local waters.

Gravesend born, Mr. Watson always wanted to be a pilot. "I enjoyed the work very much," he said. "I was very sorry to retire, but now I am enjoying it very much." He was once a popular member of Gravesend United Pilots' Cricket Club.

Mr. Watson is married and has two daughters.

## "PILOT ASHORE"

WE ASKED Commander John Radford, R.D., R.N.R., how his book 'Pilot Aboard' was doing and he replied that it was meeting with a fair measure of success and it is thought will have a steadily increasing sale as time goes on. "Pilots," he wrote, "have been congratulatory and I am glad about this because the main purpose of doing the work was to put the training and life of a sea pilot before the reading public for the first time."

He sent us some cuttings of the publicity given to the book. The *Burton Daily Mail*, Staffs, recorded that John who was a Burton Grammar Schoolboy, was cox of a Burton rowing club boat and had then already made his vow to be a Trinity House pilot. "It is a long, long row from coxing a Burton rowing club boat down the placid if scarcely limpid reaches of the River Trent if scarcely limpid reaches of the River Trent to coxing the *Queen Mary* or the *Queen Elizabeth* safely and snugly into dock at Southampton", said the paper in opening its notice of the book and after dealing with some of its main features it concluded, "Who can doubt that, as one sees one of the great Queens inching smoothly in her berth, and reflects that, for one pilot, at least, this skill was learned in bringing home a Burton eight, to their boathouse on the Trent."

The *Isle of Wight County Press* (Newport) said, "John Radford is a master of his profession; he is also an uncommonly good author". The *Southern Daily Echo*, Southampton, and the *Evening News*, Portsmouth, also gave generous notices to the book.

We understand that advertisements are planned for the national press shortly. The Commander says that it is important for all concerned that pilotage should be properly understood and its value to shipping and the national economy appreciated, and if pilots and their friends who read the book write to the papers about it he will be much helped.

Cdr. Radford retired on 12th July after 31 years service as a pilot. He was selected pilot for the ships of the Cunard and Shaw Saville Lines.

The Inward pilots gave him a retirement party at Ryde on 28th July. It was attended

by a score of pilots and their wives and the *Isle of Wight County Press* reported "Mr. N. D. Bayley, hon. secretary Inward pilots introduced Cdr. R. W. F. Pelling, R.N.R. who has succeeded Cdr. Radford as the Inward pilot sub-commissioner. Cdr. Pelling on the pilots behalf presented a portable radio set to Cdr. Radford, and a fishing net to Mr. H. L. Williams on his retirement as treasurer to the Inward pilots."

Cdr. Radford was asked to call at Trinity House and did so on 11th August when he was received by Capt. Mayo on behalf of the Elder Brethren and was given a Certificate of Appreciation of Service.

The Cunard Line held a luncheon in the

Commander's honour on board the *Queen Mary* on 17th August. This was attended by the manager Mr. N. A. Hughes, Capt. A. D. Hunt, marine superintendent and many other guests including pilots.

Cdr. Radford served for several years as Inward pilots representative on the Central Pensions Committee, and for the past two years had been the Inward pilots sub-commissioner at Southampton.

In a letter to the editor of *The Pilot* he said, "my plans are to continue to reside in the Isle of Wight, but to spend the winter months in Madeira where I have rented a villa so that I can have the leisure I require to do more writing".

## FOUR SHORT BLASTS

The Board of Trade have given permission for this notice to be published in *The Pilot*.

BOARD OF TRADE

NOTICE No. M.505 AS  
AMENDED IN APRIL, 1966

### IDENTIFICATION SOUND SIGNALS FOR PILOTAGE VESSELS

Notice to Shipowners, Shipmasters and Seamen and Others concerned with Foreign-Going and Home Trade Merchant Ships and Fishing Vessels

1. Rule 15(c)(x) of the *International Regulations for Preventing Collisions at Sea, 1960*, which became operative on 1st September, 1965 reads:

"A power-driven pilot-vessel when engaged on pilotage duty may, in addition to the signals prescribed in subsections (i), (ii) and (iv), sound an identity signal consisting of 4 short blasts".

2. In the United Kingdom the practice has been for pilot vessels in Trinity House pilotage districts to sound numeral 5 (five short blasts) as an identity signal in poor visibility. Other pilotage authorities have had their own distinctive sound signals for the identification of their pilot vessels.

3. In view of the permissive signal of four short blasts for pilot-vessels provided in Rule 15(c)(x) the Board consulted all the pilotage authorities in the United Kingdom as to whether they would wish to replace their existing local signal by the signal of four short blasts provided for in the collision regulations. The consensus of opinion of the pilotage authorities was in favour of adopting the signal of four short blasts.

4. It is not intended that the signal of four short blasts should be introduced on the same date in all ports where it is being adopted. Some pilotage authorities have already introduced it, others will be introducing it in the near future or when amendment of bye-laws permits. The pilotage authorities for the Bristol Channel, the Middlesbrough and Sunderland pilot vessels consider special identification to be essential in their areas and will continue to use their existing identity signals.

5. Certain harbour authorities make provision for the use of the sound signal "H" (four short blasts) to indicate lack of manoeuvrability or being not under command. To avoid any misunderstanding with the use of "H" by pilot vessels, the Board have recommended to all concerned that instead of "H" being used to indicate lack of manoeuvrability or being not under command, the letter "D" (a long blast followed by two short blasts) should be used. It is hoped that most, if not all, harbour authorities will use this signal.

6. The Board have advised the authorities concerned that where any changes are made to existing signals, an appropriate notice to mariners should be issued.

## OBITUARY

The last issue of *The Pilot* contained a brief announcement of the sudden death in February of Capt. W. C. Duncan and we are indebted to Mrs. Duncan for more details of his career which included service for a time on the Executive Committee. Capt. Duncan served his apprenticeship, deep sea trading North Africa/U.S.A., with the Bede Shipping Co. of Newcastle. He obtained his master's certificate in October 1927 and sought to enter the Trinity House pilotage service. To that end he served for a year or more in the sailing vessel *Waterwitch*. He left her at a period of shipping depression and it was some two years before he secured a berth as mate on ships trading into London, including the *Chatwood* and *Falcon*. He was licensed as a pilot in January 1935. Capt. and Mrs. Duncan had one daughter.

Mr. K. G. Field social secretary Cinque Ports Pilots has supplied summarized details of the careers of two other colleagues of the Cinque Ports pilots who also died from heart attacks.

Mr. L. C. Burton who died on 30th March 1966 served his apprenticeship with the Holland America Line. He joined Runcimans just after the second world war and obtained his master's certificate in 1951. He was in command in Runcimans for about three years and became a pilot at the beginning of 1955. He left a widow, three boys and one girl.

Mr. J. E. Rouse who died on the 5th March 1966 was a grandson of Thomas Bridges Rouse one of the first pilots licensed by Trinity House. He served his apprenticeship with the St. Just Steamship Co. Ltd. (Reardon Smiths). In 1928 he joined Bullard & King and obtained his master's certificate in 1932. He was in command with that firm prior to joining the Trinity House service in 1940. He was a select pilot for Bullard & King from just after the war until the company was taken over. He left widow, one son and one daughter.

Mr. E. J. Hobbs, London River Secretary reported that Capt. Alex G. Sandford died of the results of a motor accident on 24th March when returning from duty. His wife was also killed in the same accident. He was 69 years of age and was due to retire later this year. He was licensed in 1927 and had been choice pilot for Messrs. W. Cory and Son Ltd., for the last 20 years.

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FALMOUTH PILOT'S  
COLLAPSE ON CUTTER

Captain James McCulloch, a Falmouth pilot and member of the Association, died on 6th June. He had piloted a vessel from dry dock to sea and on leaving her, at the completion of his job, collapsed on to the deck of the pilot cutter *Kernow*. He was rushed ashore but on examination was found to be dead.

He leaves a widow and one daughter.

Captain McCulloch was 61 years of age and took up pilotage at Falmouth in 1940. He was born at Prestwick, Scotland, and went to sea with the New Zealand Shipping Co., eventually leaving the company to become a pilot. He was very interested in golf and at one time was a member of the Cornwall County team.

He was the senior serving pilot at Falmouth, and was appointed a sub-commissioner of pilotage about 12 months ago.

## LOCAL SECRETARIES

Aberdeen ...	... J. Cattenach	... Aberdeen Harbour Pilots, North Pier, Aberdeen.
Ardrrossan ...	... A. Caldwell	... 8 Yarborough Place, Ardrrossan.
Barrow-in-Furness ...	... R. Moore	... 35 Roa Island, Barrow-in-Furness.
Barry ...	... J. Bennett	... Brent Knoll, Port Road East, Barry, Glam.
Belfast ...	... A. Brines	... 9 Brookeborough Avenue, Carrickfergus, Co. Antrim, N. Ireland.
Boston, Lincs. ..	... H. Fountain	... 55 Kingsway, Boston, Lincs.
Bridgwater ...	... C. Muller	... 1 Rowan Close, Puriton, nr. Bridgwater, Somerset.
Brixham ...	... F. W. Taylor	... 49 Wishings Road, Brixham, Devon.
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 ...	... T. W. Fleming	... 5 Ashton Road, Gourock, Renfrewshire.
Colchester ...	... C. Hills	... 26 Regent Road, Brightlingsea, Essex.
Coleraine ...	... S. G. Martin	... Harbour Office, Coleraine, Co. Derry, N. Ireland.
Dartmouth ...	... R. R. Gatzias	... 29 b Lower Street, Dartmouth.
Exeter ...	... H. J. Bradford	... 22 Camperdown Terrace, Exmouth, Devon.
Falmouth :		
Sea ...	... E. Carlyon	... Pilot Boat Association, 14 Arwenak St., Falmouth.
River ...	... J. Timmins	... 1 Ponsharden Cottage, Ponsharden, Falmouth.
Fowey ...	... W. L. Dunn	... 53 West Street, Polruan, Fowey.
Gloucester ...	... C. A. C. Milsom	... Pilotage Office, Sharpness, Glos.
Goole ...	... W. H. Perry	... 82 Village Road, Garden Village, Hull.
Grangemouth ...	... A. McArthur	... Pilot Office, The Docks, Grangemouth.
Hartlepool ...	... B. G. Spaldin	... 24 Kesteven Road, Fens Estate, West Hartlepool, Co. Durham.
Hull ...	... D. Barrett	... 19 Wolfreton Lane, Willerby, Yorks.
Ipswich ...	... L. E. Fane,	... 16 Mersey Road, Ipswich, Suffolk.
Isle of Wight (Inw'd) ...	... W. L. D. Bayley	... 25 Union Street, Ryde.
Leith ...	... L. M. Smith	... 64 Trinity Road, Edinburgh 5.
London :-		
Cinque Ports	... J. A. Cresswell	... Trinity House Pilot Office, 15 Marine Ct., Dover.
Channel ...	... K. Y. Clow	... 21 Crown Green, Shorne, Kent.
River ...	... E. J. Hobbs	... River Pilots' Office, Royal Terrace Pier, Gravesend.
Medway ...	... A. Davidson	... 16 Belgrave Road, Minster, Sheerness, Kent.
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 Closs, Acklam, Middlesbrough.
Milford Haven	... B. R. Woodruffe	... Greenisle, South Hook Road, Gelliswick, Milford Haven.
Newlyn ...	... J. Geddes	... 11 Donnington Road, Lidden Estate, Penzance.
Par ...	... R. F. Dunn	... The Ervalls, Eastcliffe, Par, Cornwall.
Plymouth ...	... E. Rogers	... Pilot Office, 2 The Barbican, Plymouth.
Poole ...	... E. S. Haines	... Harbour Office, The Quay, Poole, Dorset.
Portsmouth ...	... P. A. Hawkesworth	... 19a High Street, Old Portsmouth, Hants
Port Talbot ..	... E. Hare	... 8 Bath Street, Port Talbot.
Preston ...	... H. Halsall	... Pilotage Office, The Docks, Preston, Lancs.
St. Ives ...	... R. D. Paynter	... Tre-Pol-Pen, St. Ives, Cornwall.
Shoreham ...	... A. Bramley	... 3 Willow Close, Lancing, Sussex.
Southampton ...	... K. E. Powell	... Pilot Office, Union-Castle House, Canute Road, Southampton.
South Shields ...	... T. A. Purvis	... 2 Parkside Avenue, Tynemouth, N. Shields.
Sunderland ...	... S. Hall	... Pilot Office, Old North Pier, Sunderland, Co. Durham.
Taw & Torridge	... V. W. Harris	... Fernlea, Pitt Hill, Appledore, N. Devon.
Teignmouth ...	... J. E. Broom	... 5 Strand, Teignmouth, Devon.
Trent ...	... W. L. Smedley	... 10 Skelton Avenue, Grammar School Road, Hull, Yorks.
Workington ...	... M. Ditchburn	... 68 Loop Road North, Whitehaven, Cumberland.
(Whitehaven and Maryport)		
Wisbech ..	... E. M. C. Dale	... 90 Edinburgh Drive, Wisbech.
Yarmouth ...	... C. Bewley	... 35 Sussex Road, Gorleston-on-Sea, Yarmouth