



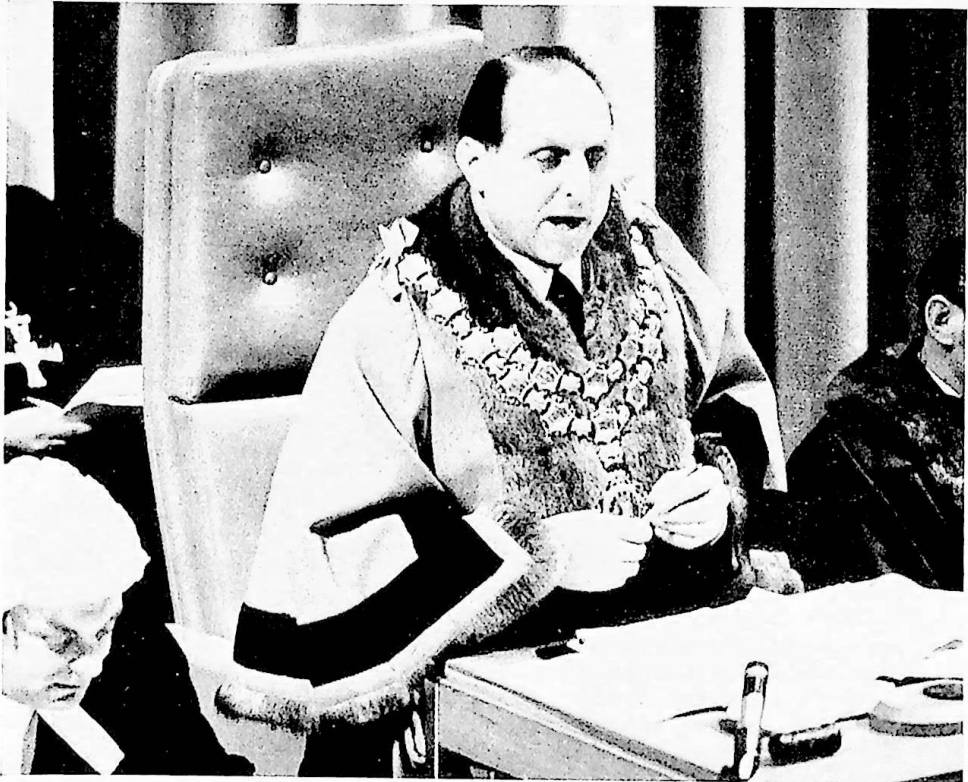
THE PILOT

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GRAVESEND WEARS PENNANT



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**His Worship the Mayor,
Councillor D I McMillan**

**Our congratulations to Dan McMillan,
and to Gravesend, on his election to
Mayor. Is this to be regarded as an act
of pilotage or of townhandling?**

UNITED KINGDOM PILOTS' ASSOCIATION
20 Peel Street, London, W.8

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European Maritime Pilots' Association

PILOT HOIST RECOMMENDATIONS

The European Maritime Pilots' Association at their Annual General Meeting held in Italy on the 18th and 19th May, 1972, expressed grave concern at the continuing number of pilots whose lives have been placed in jeopardy or who had suffered injury as a result of faulty operation of, or badly designed, pilot hoists. The European Maritime Pilots' Association is agreed that the answer to the safe embarkation or disembarkation of pilots involving long ascents or descents is as follows, in order of priority:—

1. Fitting of adequate ship's side doors, opening inwards.
2. Approved accommodation ladders capable of being retained against the ship's side and used in conjunction with approved pilot ladders.
3. Helicopters where pilots agree to the utilisation of such a service and to ships with adequate facilities for such operations.
4. Pilot lifts which have been approved internationally subsequent to consultation with pilots on their design and operation.

Notwithstanding the above, pilots of the European Maritime Pilots' Association may use pilot hoists where the design and operation of such hoists and their ancillary equipment conforms with the following recommendations:—

General

1. The design and construction of pilot hoists and ancillary equipment should be of such a standard as to ensure an effective and safe means of embarkation and disembarkation under all conditions of freeboard.
2. The installation should be completely reliable and capable of operation under all weather conditions.

3. The installation shall be so designed as to ensure ease of operation and control.
4. The pilot hoist and ancillary equipment should be:—
 - (a) Properly maintained and inspected by a responsible officer at regular intervals.
 - (b) Cleaned, tested and checked before use.
5. The hoist should be adequately illuminated at all stages of its travel.
6. The pilot hoist should only be used when:—
 - (a) a conventional pilot ladder (I.S.O. R.799) is rigged and ready for immediate use; such ladder being bowsed well clear of the hoist.
 - (b) a lifeline attached to a safety strop and a lifebuoy fitted with a self-igniting light are ready for immediate use.
7. The track of the pilot hoist should be indicated on the ship's side from deck to sea level by means of a wide vertical stripe in a contrasting colour which should be fluorescent in nature and maintained in a fresh condition.
8. The pilot hoist should be situated in a position where the ship's side is flat and vertical under conditions of even keel.
9. There should be a locker aboard the ship for the storage of the pilot hoist and ancillary equipment; such locker should only be used for this purpose.
10. In very cold weather and to avoid the danger of ice formation, the installation should not be rigged until use is imminent.
11. The hoist control position should be so sited that the pilot being raised or lowered on the hoist is at all times visible to the operator.
12. The hoist should be operated only by a responsible officer properly instruct-

ed in its use and who will also supervise the rigging of the equipment.

13. There should be an effective walky-talky intercommunication system between the responsible officer, the pilot on the hoist and the bridge.

Hoist Winch

14. The hoist winch should be powered by electricity or hydraulics.
15. The hoist should be equipped with means of braking which will stop the hoist automatically when the operating control is released or in the event of power failure. The operating control should be of the spring-loaded automatic-stop type and ensure automatic non-jerk braking when the power is switched off.
16. The hoist should be equipped with manual operation facility in case of power failure. Manual operation should ensure that the hoist can be raised or lowered within a reasonable time and be fitted with a self-locking device.
17. The hoist should be fitted with an upper limit valve to prevent over-run when hoisting.
18. The hoist winch should be fitted with a variable speed control; such control should enable a speed of between 18 and 25 metres per minute to be maintained when hoisting or lowering.
19. The winch should be fitted with an indicator showing the amount of wire run out in order to prevent hoist being lowered into the water.
20. The winch should give clear, unambiguous indication of "Hoist" "Lower" and "Stop", visible by day and night.
21. The winch should be so sited at the ship's side that it does not rely on the ship's side rails for stability, but is firmly secured to an integral strong part of the vessel's construction (e.g. bolted to a special built-in platform welded to the deck).
22. The hoist should be subjected to a static load test of 2.2. times the working load, the latter being not less than the weight of the hoist plus 150 kilogrammes.

Hoist Falls

23. The hoist should be suspended on two

separate stainless steel wires winding on to self-laying drums.

24. The wires should be long enough to allow the hoist to reach the water under conditions of maximum free-board.

Ladder Sections

25. The ladder section should consist of two parts:—

1. A rigid light metal ladder of 2.50 metres in length and equipped in such a way that the pilot can maintain an effective grip whilst being hoisted or lowered. Such ladder to be equipped with:—
 - (a) a spreader not less than 1.80 metres in length.
 - (b) suitably placed wheels of nylon or equivalent material to facilitate run of hoist over ship's side.
 - (c) handrails providing an effective safe grip and which should be adequately insulated against extremes of temperature. In addition, all metal parts of the ladder liable to be touched should be likewise insulated.
 - (d) a guard-ring so positioned as to ensure effective support for the pilot's arms and back. The guard-ring should be covered with an elastic material to prevent injury to the back should a swing develop as a result of failure of the device contained in paragraph 26.
 - (e) two emergency stop buttons, one for each hand, designed to stop the hoist immediately on being pushed. The hoist should be capable of easy re-activation by the operator when reason for emergency stop understood. These buttons should be visible at night and fitted so that when used will operate a signal at the platform occupied by the responsible officer.
 - (f) the walky-talky so positioned that it can be effectively used by the pilot on the hoist.

2. Below the rigid part (1), a pilot ladder of approximately 2.50 metres in length (at least 8 steps) corresponding in

every way to I.S.O. R. 799. This ladder to be used exclusively for the hoist. The construction of the equipment should be such that it is impossible for any part of the pilot's body to be injured should the hoist be prematurely started.

The steps of the flexible pilot ladder and those of the rigid ladder shall be in the same vertical line and of the same width; and the distance between the top step of the flexible ladder and the bottom step of the rigid ladder shall be equal to the step spacing of each ladder.

26. The pilot hoist should be so designed that the rigid section is held against the ship's side under all conditions of list or roll.

Access

27. There should be safe means of access between the top of the hoist and the deck; such access should be gained directly by a platform securely guarded by handrails.
28. The distance from the top step of the ladder section to the bottom rung of the fixed platform when the ladder is stopped at the top of the travel, should

be consistent with the distance apart of the ladder treads.

Certificate of Inspection

29. The pilot hoist should be inspected at least once every 6 months by the authority responsible for ensuring compliance with SOLAS Convention.
30. A certificate of inspection should be issued and displayed in a prominent position in the wheelhouse. The certificate should include:—
 - (a) name and address of shipowner.
 - (b) name and address of authority responsible for the last inspection.
 - (c) date of last inspection.
 - (d) date when next inspection due.
 - (e) a designated number.
31. A certificate of inspection should be accompanied by a metal plate giving date of last inspection and the name of the inspecting authority and the designated number of the ladder. Such plate should be affixed to the rigid ladder section.

R. H. FARRANDS
VICE-PRESIDENT E.M.P.A.
19th May, 1972.

Obituary

JAMES RUSSELL TENNANT

We sadly report the death, on 13th April 1972, of retired Senior Pilot Captain J. R. Tennant of Whitehaven-Workington-Maryport District.

Captain Tennant went to sea in the Merchant Service in 1911 and also saw service in the Royal Naval Reserve, attaining the rank of Lieutenant Commander. In 1916 he was awarded a gold medal for bravery by the United States Government for his part in the rescue of the crew of an American ship. After the First World War he returned to the

Merchant Service and became a Master Mariner.

He next served with the Mersey Dock and Harbour Board in whose service he came to Workington in 1928, a year after completion of the Prince of Wales Dock, where he was employed in charge of dredging.

In 1937 he joined the Trinity House Pilotage Service in the Whitehaven-Workington-Maryport District and, from 1942, served as Senior Pilot until retirement at the age of 70 in 1964.

Following a service conducted by the Port Missioner, Mr. J. A. Jamieson on board the PV *Viking*, his ashes were scattered at sea off the Port of Workington.

N Ditchburn

THE ROLE OF THE PILOT IN SHIPHANDLING

J M Farmer (*Clyde*)

A transcript of the paper, as delivered at the 1972 Liverpool Polytechnic Seminar on 'The Education and Training of Maritime Pilots'.

I feel sure it is the hope of every speaker that he will impress his audience with words of wisdom in his very first sentence. If I now say that I am probably correct in assuming everyone here to be a car driver, I can see that I have not only failed to impress you but now completely mystified you because you expected this talk to be about ships and not motor cars. I hope to show that there is a connection, and if perchance one or two of you are not car drivers then your superior intellect will enable you to understand what I am trying to say without the need for actual car driving experience. To those listening who are both car drivers and ship drivers (shiphandlers), of them I ask patience. Some of the things I have to say they will have heard before, but I hope there are one or two points of a completely novel character.

In the days when only sailing ships plied the oceans the shiphandling skills lay within the hands of their very capable Masters. Nobody understood the handling characteristics of their ships more than they did and understandably so because they (shipmasters) were doing shiphandling all the time. They knew just how much sail their ships would carry in a gale of wind, how much sail she required to give her steerage way, and just how quickly the sailors could "jump to it" to get the sails off her and reduce her headway. Shiphandling went on all the time, whether in the Atlantic or Pacific Oceans or in the ports. With the arrival of the power-driven vessels not only did the sails disappear but so did the need for shiphandling at sea, except

on occasions of bad weather—fog or high seas—or, taking part in a rescue operation.

In those early days pilots were available in many of the ports but they were principally employed for their local knowledge including the physical geography, currents, tides and harbour layouts. It was Mark Twain who was asked by a passenger, "Are you the person who knows where all the sandbanks are?". "No ma'am", he replied, "Aa's the person who knows where dey ain't". The pilot of those days would rely on the Master to a great extent for the actual shiphandling side of the job because, after all, the Master had been handling that ship almost daily and it would have been a rather foolish man to have ignored their expert knowledge. I wonder if Henry Bell, the pioneer of steam navigation realised he would be making a dramatic alteration in the nature of a pilot's employment when he launched the 'Comet' on the Clyde in 1812.

Experience and Training

Gentlemen, in the beginning, a pilot was employed for his local knowledge but, since the change in the motive power of ships, a pilot is engaged also for his skill and ability at shiphandling—and shiphandling is an art—a faculty only acquired by practice but, like all arts, must be practised constantly in order to maintain a standard of superior skill. It is criminal to expect the Master of a ship sailing between say, Europe and America, to be able to handle his ship as efficiently as most pilots

who are handling ships, and doing nothing else but that, almost continuously. Of course, the shipowner would like his shipmasters to handle their own ships for economical reasons and, if I were a shipowner, I would feel exactly the same. Until comparatively recent times, the bridges of ships were unique for their lack of equipment; a binnacle, a steering wheel, and a telegraph about summed it up. However, we were "rocketed" to the technological cum electronic age and the bridges of ships had to be extended to take all the additional pieces of equipment. Naturally, the shipowner thought he could expect the ship's Master to do his own shiphandling with so much new expensive equipment at his disposal and, for a while, there was a definite trend in this direction. However, I think I am correct in feeling that this idea has now been 'shelved' and that it is now true to say that the services of pilots are in ever greater demand today. Without a doubt, the need for the services of a pilot will be questioned again when the fully computerised shiphandling techniques are developed but, somehow, I feel we are going to be around for a long time yet.

Perhaps this would be an appropriate time to say a word or two about training. In my part of the country, the pilot must be four years in the service before he is permitted to handle a VLCC (Very Large Crude Carrier) and, in fact, it is agreed by some of us that it is fully seven years before a pilot is at the peak of his profession. I personally feel that as little as two weeks away from piloting can take a slight edge off my judgement and it is very important after a particularly long spell away to be extremely careful with the first two or three ships because one is then prone to accident. Conversely, too long a spell without a reasonable rest period can have an equally damaging effect on our ability, so there is a case for trying to balance out the various needs. Perhaps car drivers will appreciate what I am trying to say. Am I not correct in thinking that we feel just a little apprehensive, driving a car after only a short spell away? And it's the same with ships.

With regard to recruitment to the pilotage service, it is possible that in time some form of aptitude tests will be introduced. It would be for the good of everyone

because, unfortunately, there have been cases of men who should never have been pilots, who never did have the temperament and never would, and for them their piloting lives were a sort of hell. It is to be hoped that aptitude tests will detect these deficiencies before the individual commits himself to a career for which he is temperamentally unsuited.

Modus Operandi

Because my time is limited, I must press on and try to let us see what is in the job itself. After it has been decided which ship you are getting, then time enough to see where she is bound, some details of her size, and information regarding other movements in the river. The short ride in the pilot cutter out to the ship enables you to study the weather conditions and the ship herself. Before climbing the pilot ladder or taking the pilot hoist you will have noticed by how much her propeller is immersed in the water—never completely out but sometimes far enough out to cause difficulties. On the bridge, and often before you have your breath back again, the vessel will be in your hands with the knowledge that she is either diesel or turbine powered, and that's about all. The state of the wheelhouse is generally a good guide to the efficiency of the crew and, in those early minutes, an attempt is made to assess the manoeuvrability of the vessel. A few rapid helm orders will provide some information on the ability of the helmsman and his knowledge of the English language. In my port, by the time this has been done, the vessel will be nosing her way into the channel and it is time to settle down to the river piloting which, in our case, means keeping the vessel in the centre of the channel until you meet other traffic and adjusting the speed to fit the time of arrival, reduce the wash, or to enable the vessel to maintain steerage way. On the river I am never completely at ease at full speed except on the very smallest of ships—I feel more comfortable with a bit of extra speed available to straighten a sheer which a hard-over helm action is not correcting quickly enough. Moderation in all actions applies particularly to piloting, since even a reduction in speed can cause problems if not carried out in a gradual manner because the stern wave caused by

the high speed will soon overtake you and cause sheering. But, of course, too low a speed can also bring its problems, so one is constantly making adjustments to suit the particular circumstances. What may suit one part of the river may not necessarily suit another, although everything in sight is almost identical—it's what lies below the surface of the water that matters. The beds of most rivers do not run evenly and the vessel will be forever trying to move into the deeper water. Bank cushion, bank suction, and other matters must also be given constant consideration. However, all the problems associated with piloting do not all occur at the same time and generally most acts of pilotage are carried out without too many incidents. I was once informed that, on average, I would find three out of every twenty acts of pilotage would be a matter of some concern and I have found this to be very accurate. It is said that car racing drivers ride by the seats of their 'pants' but there is no doubt that pilots develop an uncanny sense of feeling for a ship and are often taking action to counteract a wrong direction even before the ship has started the actual movement. Deep ships present their own particular problems and are often 'skating' along with as little as 2/3 feet below the keel. I have brought along a sketch showing one of these vessels taking the Shieldhall bend on the Clyde which helps to illustrate the point that there is no margin allowed for being out of position with these vessels.

Supertanker

Perhaps it is appropriate at this point to say a word about the modern tonnage which has introduced to the shipping world the VLCC. I have a drawing showing the position at Finnart when one of these vessels is in the process of swinging. In comparison with some ports there may appear to be a lot of space but when you are standing on the bridge of the ship herself one has a very real feeling of being in a confined space. In the midst of an operation such as this it is perhaps worthy of comment that the capital cost of the equipment may be as high as £20,000,000—an awful lot of money in anyone's language but it doesn't do to dwell too much on the cost when you are in control. However, I

could not help it coming to my mind in the midst of handling my second VLCC, when the manoeuvre was not going according to plan. We had started our swing in this position (diagram) and a full appreciation of the strong NW'ly wind had not been made so that when we had completed the turn the vessel was in this position (diagram). The vessel had then to be backed up to the berth but no matter how hard we tried this proved to be impossible and although a particularly cold day I was not feeling the effects of the weather—if anything, I was decidedly hot. As I have stated, one should not allow cost to influence a decision but one cannot help but feel the importance of having these expensive ships berthed and discharging as soon as possible and I held off giving the order to change the manoeuvre in the hope that everything would 'work out. It never did and finally I gave the instructions to the tugs to tow the vessel out into the middle of the loch, we then backed up until we were abeam of the berth and then breasted the vessel into position. By doing that it took a full hour longer to berth this vessel than it should have done, but of course it was the correct thing to do and I should not have hesitated to abandon the first manoeuvre which was doomed to failure from the beginning. So, gentlemen, if any of you can find out the name of that ship you may be able to help the owner to recover the £1000 I owe him for causing that one hour's delay to his vessel.

Foreign Parts

A talk such as this would be lacking if there was no reference to the high standard of shiphandling carried out in ports outside of the United Kingdom. I think the skill required for, and the pleasure to be derived from, shiphandling first came to my attention out in Burma on the Rangoon River where full use of the tide was made and, in fact, the tide replaced the tugs since there were none available for the berthing or the unberthing of the ships. Sule Pagoda wharf was the usual discharging berth and with the use of an anchor, a headline, and about two knots of tide, the Rangoon pilots berthed our ships with such ease that the full implication of their ability did not strike me until I had to 'have a go' myself

in a creek of West Africa. The memory of one Rangoon pilot will never be forgotten because, with the use of the chart dividers and the chart weight as models, he demonstrated to me how he succeeded in making ships fast to single buoy moorings without too much delay. I was then a Third Mate and I never forgot the lecture; in fact, from that time on during my sea-going career, pilots were subject to a special study whenever I was on the bridge with them.

Shiphandling in the creek ports of Nigeria had a special significance because they were the only ports I knew where the Master took an active part in the actual shiphandling; it seemed to develop into a joint effort between the Master and Pilot. In some of the berths in that region the head and stern ropes of the ship were secured to the trees at the side of the bush, so it was all rather primitive. Most ships had their own special pilots, but if you had not indicated your choice in advance, then, as you approached the Escravos pilot station, out would streak half a dozen canoes each carrying a pilot and generally the first man to reach the bridge, invariably clutching a wad of references, was given the job. I had a tremendous respect for these pilots who did a marvellous job without the aids we have come to expect as commonplace today. It was in that territory I started to do a little of my own shiphandling and, although I was very proud of my efforts, I realise now how amateurish they were and I will never forget getting myself into a complete 'fankle' on the outskirts of Sapele with eight shackles out on the starboard, my bow in the back garden of the house of a timber exporter, and the second Mate from aft telling me to go ahead or our propeller would be in the middle of a log raft being floated upstream. We escaped unscathed and later, when I had recovered, I was pleased I had the experience to relate to the other Masters trading to that country who always had an equally harrowing tale to tell me whenever we met ashore.

Satisfaction

I have often been asked the question, 'Do I not find my work monotonous?' but

really no two acts of pilotage are ever the same. The ship may be the same but how often in this country do we ever have two days alike as regards weather? Weather and tide play an all important part in the course of any act of shiphandling. So monotony, on the actual shiphandling side of our work, never occurs, in my opinion. I will be pleased if I have succeeded in imparting to you some of the pleasure I receive from shiphandling because, undoubtedly, there is a great deal of pleasure to be gained from bringing an act of pilotage to a successful conclusion. Perhaps here also the car driver can appreciate this feeling because it is akin to the pleasures he feels when he has completed a particularly difficult road journey without incident. Perhaps closer to the mark would be the pleasure he received when the examiner told him he had successfully passed his driving test. Completing an act of pilotage successfully can be likened to that.

But what of the future. We know a great deal of research is going into the matter of ship manoeuvrability and the shipowner is willing to spend money on changes in design and new equipment in order to improve the handling qualities of ships to ensure that they keep running and are not subject to delays caused by poor handling characteristics. These may be the cause of damage, resulting in expensive repairs and dry-docking. Because the money is being spent on new building, it will be necessary for us to keep abreast of the changes taking place, ready to meet the challenges being brought before us. The whole matter of training and retraining is under consideration to ensure that we continue to provide the shipping industry with a thoroughly efficient service, and I am confident that the ship designers and architects will remain aware of our role and not place an intolerable burden upon us.

To conclude, I can do no more than draw once again upon the words of Mark Twain who said of pilotage 'If I have seemed to love my profession, it is no surprising thing for I have loved the profession more than any I have followed since'.

Gentlemen, I thank you for listening.

THE MASTER'S CERTIFICATE SYSTEM OF ENTRY

J A Edmondson (*Cinque Ports London District*)

*Delivered at the 1972 Liverpool Polytechnic Seminar,
"The Education and Training of Maritime Pilots"*

Let me first make it clear that although I wear, and have worn, a variety of hats, the views or opinions that I express today are my own, and although they may be shared by other members of various committees with which I am, or have been, associated, they are not necessarily the views or opinions of those bodies.

The system of entry into the pilotage service, which demands as a qualification the possession of a foreign-going master's certificate, is one that has prevailed in a number of pilotage districts for very many years, and it is a system which has been, or is being, extended to districts which in the past were traditionally "apprentice entry" districts.

Trinity House demands that, in almost all the pilotage districts under its control, the possession of a master's certificate is one of the qualifications for entry into the service. Additionally, an applicant must have had a minimum period as a watch-keeping officer, this period varying from five to eight years, depending on the district; he must be a natural born British subject and, also, generally, an applicant must be under the age of 35 years when called to commence his qualifying period—I mention these additional qualifications as they have a certain material bearing on the flow of would-be candidates.

Although the master's certificate entry system is broadly similar in all pilotage districts, both those under the Trinity House and others, I feel that it would be

best if I describe the system which prevails in the London District as this is the one with which I am most familiar.

Selection

A would-be Pilot, being possessed of the necessary qualifications may, when the list is opened for candidates, apply to the Trinity House on a prescribed form which demands certain personal details as well as those concerning his professional qualifications and sea going experience.

The applications are first vetted by the Elder Brethren of the Pilotage Committee and those which fulfil the requirements are placed before the London Pilotage Committee. This Committee consists of four Elder Brethren (or three Elder Brethren and the Director of Marine Services of the Port of London Authority), plus two of the four shipowners' representatives nominated by the London General Shipowners' Society and two of the four elected Pilots' representatives. This Committee, which sits every Friday, then decides which of the applicants shall be called for interview.

The applicants are interviewed by the committee, the interviews generally covering a period of about eight weeks. The chairman gives the applicants a brief outline of the organisation and system of the pilotage service, stressing the fact that they will be required to perform qualifying

trips, in the district for which they hope to be licensed for a period of up to six months at their own expense, and that after being first licensed they will, for some three years, be receiving a reduced income.

Each member of the committee, who has before him a copy of the candidate's application, then has the opportunity to question the candidate, and he, in turn, is allowed to raise any matter about which he is in doubt. After the interview, which lasts about fifteen minutes or so, the applicant withdraws and, after the committee has discussed the interview, each committee member privately records his assessment of the applicant. This assessment is in the form of marks, with a permitted maximum of ten.

When the period allowed for interviews is ended the marks are added up and the applicants with the highest number of marks are placed on the list. The actual number placed on the list depends to some extent on the number of existing vacancies and anticipated retirements, but is generally between ten and fifteen. Applicants who are not placed on the list may, and generally always do, re-apply when the next list is opened, provided, of course, that they are still under the appropriate age limit.

The applicants who are successful are normally called in the order they are placed on the list, provided that they have not reached the age of 35 (or whatever the age limit may be); but occasionally a man whose name is on the list may be called out of turn if he is about to become 35 and provided that this would not prevent the ultimate calling of any candidates who may be ahead of him on the list.

When a candidate is called, after presenting himself to the Trinity House, he is examined by the doctor of the authority and, subject to any subsequent illnesses or injuries which may be experienced, this is, under the existing arrangements, the only official medical examination which he will undergo during his career as a Pilot. At the same time his eyesight

is subjected to a test to Department of Trade standards and his eyesight continues to be tested annually, each January, when his licence is to be renewed.

Qualifying Period

The candidate Pilot is then placed under the supervision of the Superintendent of Pilots at the station to which, when licensed, he will be appointed. For a period of time, which is decided by the pilotage committee when he is called, he accompanies licensed Pilots during the performance of their pilotage duties. This period varies between a minimum of three and a maximum of six months, depending on the candidate's experience of the district for which he is to be licensed, but which, these days, is almost always the full term of six months and hardly ever is less than five months.

The candidate is required to keep a log book in which details of his trips are recorded, and at the end of each trip the Pilot he has accompanied must add comment on the candidate's ability and sign his name.

The type of trips to be performed is laid down by the Superintendent: so many by day and so many by night; the number of trips to the various parts of the district to which a Pilot may be required to go in the course of his duties; also, a number of trips are performed in tugs during the berthing and unberthing of ships. This enables the candidate to appreciate the work and problems of the tug skippers during these manoeuvres.

At the end of the qualifying period the candidate takes an oral examination at the Trinity House. This examination, conducted by an Elder Brother, lasts about an hour or a little more, and success in the examination is by no means automatic. From time to time candidates for a first licence or a superior class of licence fail the examination and this failure generally disbars the candidate for some two weeks before he is re-examined.

Promotion

On first obtaining a licence a Pilot is restricted for a period of some two years to vessels of small gross tonnage (except in the Compulsory River Thames District where the restriction is on draught rather than tonnage and is for three years instead of two).

At the end of the appropriate period the Pilot is re-examined and, if successful, promoted to a higher class. This examination and promotion is repeated at the end of the third and fourth years as a Pilot, after which time he becomes a first class Pilot. He is now enabled to pilot vessels of any draught or tonnage, with certain exceptions. These exceptions apply to tankers which are to be berthed or un-berthed at the oil jetties of the various terminals on the Rivers Medway and Thames below Gravesend. Generally, on the River Thames, tankers which have a gross tonnage of between 12,000 and 17,000 are berthed or un-berthed only by first class Pilots with a minimum seniority as a Pilot of at least seven years and who are under the age of fifty-five.

From these groups of Pilots are taken a smaller number of men, about ten or twelve, depending on the station, who do all the berthing of tankers with a gross tonnage in excess of 17,000. This includes the 200,000 ton deadweight ships. These smaller groups of men are volunteers who agree to perform the work for a limited period, of between three and five years when they withdraw from the group, their places being taken by other volunteers.

Broadly, after first being granted a Pilot's licence, the system of promotion to a superior class and the system of having restricted numbers of men to perform special duties is similar in pilotage districts of both the master's certificate entry and the apprentice pilot systems. Of course, there are differences in detail between different districts, and even different stations within a district, which have been evolved by Pilots and their Authorities in order to meet local circumstances.

As in districts where the Pilots are apprentice-trained, Pilots of the master certificate entry continue their training and the enhancement of their expertise in a variety of ways; radar simulator courses, model handling and the provision, in the very largest vessels, of a second Pilot who, while able to assist the Pilot-in-charge with communications, etc., is also able to gain know-how in the handling of these mammoth ships.

Vocation

Having set out a general outline of how the master certificate entry works, it is now time to consider the system itself. First of all one must acknowledge that all the applicants have had a broad sea-going experience and, through observations and by inquiry, have gained a very good idea of what they are wanting to undertake. They know that for up to six months they will have to bear, without any remuneration, the normal expenses of living, often with a wife and family to support, plus the costs involved in training and that, on being licensed, there will follow a further three years on a reduced income. Thus, at least until recently, only men who had a strong desire to be Pilots offered themselves for the job which meant that the successful applicants were men of consideration dedication.

In consequence the standard of men was high and the wastage, apart from death and retirements due to ill-health, was almost nil. (On my own station only one man has left in the last fifteen years.)

Now, however, a noticeable change is occurring. The amount of time required as a watch-keeping officer was increased in 1964 from five to eight years which means that men are already 32 or 33 before they can apply. By this time they are Chief Officers, or even in command, earning salaries which now tend to be considerably in excess of those in the Pilotage services for first class Pilots. With the fringe benefits, denied to Pilots, and at the end

of the day, a much better pension than present licensed Pilots can hope to receive, there is a reluctance on the part of the right type of man to come forward.

I was a member of the London Pilotage Committee the last time applicants were interviewed for the London Pilotage District. They included Masters and Chief Officers from the major oil companies and cargo liner companies. When being interviewed many were asked by the chairman of the committee if they were "refugees". To those who did not understand his question, he asked if, aware of impending redundancies in their particular companies, they thought that they were likely victims and were merely looking to the Pilot service as a safe haven. The majority of those so questioned were sufficiently honest to admit that this was indeed the case, which now poses a question for the shipping industry. Does the industry want, as the Pilots of their ships, the men who recognise their own limitations as senior officers and who, in these days of contracting fleets, will be the ones to be declared redundant? Are their ships best placed in these hands during what may well be regarded as the most hazardous part of the passage, the transit through the narrow, shallow and congested docks and rivers of our mainly outdated ports? The answer lies elsewhere, not in the qualifications for recruitment but rather the rewards.

Relative Merits

Mr. Herbert, as a sub-title to his address, refers to the apprentice entry system as the proven system, but so might the master certificate entry system be described. It must be conceded that each system provides Pilots who are outstandingly proficient and able, and I am sure that no individual Pilot of either system will deny the truth of this.

However, in the modern age in which we live, rightly or wrongly, ever more emphasis is being placed on qualifications; whether it is the number of 'O' levels for the office clerk, the 'A' levels for the university

student or the degree of the graduate, so it is for the Pilot. The Pilot with a master's certificate is equally qualified with the man to whom he extends his professional services, the ship's master; and to this qualification he adds the expertise of his local knowledge.

This observation in no way is intended to denigrate the professional ability of the Pilot without a master's certificate. I have seen too many of them fulfil their duties to suggest that in any way, but Pilots must, in my opinion, have some yardstick. It must provide a standard of qualification which remains immutable irrespective of the standard of training which takes place in any pilotage district, master or apprentice system and which, by the very order of things, cannot help but be better in some places than in others. This yardstick can only be the foreign-going master's certificate.

Also, whatever the merits of the past, we must face the future. Re-organisation of pilotage, we are told, is imminent. The prosperity of the ports of the nation appears to change overnight, but while once quiet and insignificant ports are now beginning to flourish, others once proud and thriving are falling into decay; as the ports wax and wane so must the affairs and fortunes of Pilots. Transferability of Pilots from ports in decline to ports which are enjoying a boom will, almost certainly, be a right given to a new central pilotage authority, but such transferability can only be smoothly affected and willingly accepted by Pilots if all are equally qualified and that qualification must be the master's certificate.

For me to state categorically the superiority of one system over the other, when I have personal knowledge of only one, would be to stick out my neck. Sufficient to repeat, perhaps, what I said at the beginning of this address, that districts, with perhaps one major exception, which formerly were traditionally districts which made use of the apprentice entry system are now turning to the master's certificate entry system. The reason can only be because they consider it the better system.

THE EDUCATION AND TRAINING OF MARITIME PILOTS

C A Rhodes (*Medway & UKPA Executive*)

Session Chairman's Discussion Summary, presented at the end of the Liverpool Seminar held in April.

Apart possibly from having to listen to it, I think there is only one thing worse than being asked to round up a discussion, and that is being asked to do it first thing in the morning after the night before. Most especially when the rounding up is not so much collecting ideas as sifting and sorting; acting rather like a magnet on a heap of iron filings to produce orderly lines of force from a conglomerate pile.

The original title for this seminar when it was being planned was "Pilot Training" and the aim was to discuss the means of training future entrants into the service in order that they might fulfil all that would be required of them in a service to the future shipping and port transport industry and be enabled to keep abreast of developing techniques and of changing circumstances and practices.

It was not long, however, before the title was changed to "The Education and Training of Maritime Pilots"—definitely a change for the better and a title that more accurately reflects and defines the area that needs investigating.

Recognition that the subject needs investigation is evident from the number that have given up their time to attend this seminar, many of us at our own personal expense, and I would like to take this opportunity to congratulate the organisers both for their initiative and organisation.

Of course, it may be that a few of us are here only, or primarily, to keep an ear open as to what these people, who are jumping on the bandwagon or carving

their own empires, are saying. I believe, though, there are fewer now who think this than there used to be.

It is unfortunate, but nevertheless true, that many of our colleagues still bristle with indignation at the mere suggestion that the present method of training could be considered inadequate. They immediately seem to take any such suggestion, or criticism of the system, as a personal slur on their own competence and they strongly resist any idea that changing circumstances and conditions might need changes in procedures to match. There was, indeed, evidence of this yesterday in the number of times speakers were asked what was wrong with the present system and why was change being sought, and in one sense I agree with them.

It is true that you cannot train a pilot in a classroom. Local knowledge and experience of a district can only properly be gained by actual physical presence in the district. Although a simulator might well provide useful preliminary guidance on the behaviour and characteristics of standard vessels in textbook situations; might also give some indication of the effect of wind, tide and auxiliary power such as tugs and thrusters, of the effects upon manoeuvrability from minimal under-keel clearances and changing channel contours; yet it can be no real substitute for the practical experience of ship handling in real life situations. Even the most sophisticated simulator won't bring out the sweat beads, set the adrenalin racing through the system or have the pilot turning the ship through his own physical

exertion on the bridge dodgers. Indeed, as every pilot knows, even practical experience under expert personal supervision—supervision even of one of those pilots to whom I believe Captain Sanders referred, who is not afraid to let the candidate have a go—is a poor substitute for the real thing. Only when you are on your own on a dirty night for the first time, when there is no one to turn to for help or advice, and when any mistake is going to cost real money or even real lives, only then do you realise what it is all about. Then does the training really start.

There is the essence of training, and for the practical part of a pilot's work there really can be no alternative but practice and experience.

Just as an aside, I watched a group of experienced pilots operating radio-controlled models in the tank at the London Navigation School. After a while, the instructor had to ask them to stop for fear of excessive damage to the models interfering with the school curriculum. My own son had a go on the simulated power boat race round the Isle of Wight at the Boat Show. Having made what he considered a faultless circuit, he thought he was competent to take command of our outboard powered pram on the Swale. One short spell was sufficient to convince him of the difference between fact and fiction.

Education, however, is another matter and is certainly best provided and obtained at educational establishments.

The question is, then, "Should a pilot be required to undergo further education as well as training?" Will further education better equip him to fulfil the demands made of him? What indeed will be the demands made of him in the future and will education be necessary in addition to training?

To answer the question, one has to ask first, what will be the role of the pilot in the future sea and port transport industry or the maritime world?

At the moment, much of this must be conjecture. One can only guess at the effects of present trends. However, this seminar is being held to promote conjecture,

to project trends and to estimate needs so as to be in a position to satisfy them. While most of what was said yesterday was factual evidence descriptive of the present-day situation, what is said today, during this part of our discussion, can only be personal opinion. Any ideas that are put forward must be the result of a personal appreciation and a great deal of gazing into one's own crystal ball.

One can, however, draw some comfort from the fact that an increasing number from amongst shipowners, shipmasters, Port Authority representatives and Government Offices as well as pilots, are tending to draw similar conclusions and to arrive at the same solutions.

In his contribution yesterday, Captain Lawrence said that reorganisation of the pilot service was not for discussion here, but he also admitted that it could not be ignored if one was to examine training and education. Indeed, he proceeded to outline some of the areas in which the administration, affecting pilots' conditions of employment, could be reorganised. Captain Hand indicated a way in which he thought pilots could be more clearly integrated into a port system.

Captain Sanders, in a most comprehensive survey, gave an example of one way in which some pilots are already playing an important part in this direction. Many other speakers from the floor also referred to impending reorganisation. In the main, however, reorganisation was spoken of only in the context of a reorganised administration of the service.

I am going to stick my neck out by saying that I believe the role of the pilot of the future, and the purpose of the pilot service of the future, will change in a much more significant manner than has been suggested so far. My personal opinion is that the changes now taking place in the maritime world will result in the pilot and the pilotage service playing an increasingly important, integrated, role in a fully integrated transport industry. He will become the specialist link between the ocean and the quayside. Augmenting the basic crews that will be adequate for ocean passages he will join the vessels for the

critical terminal stages of a voyage. Even in these days, when crew costs are high, when it is becoming increasingly difficult to attract sufficient competent personnel and when an increasingly higher proportion of a vessel's life is spent "deep sea", it does not make very sound economic sense to keep these expensive, hard to come by, officers on board ships performing duties that can adequately be done either by automatic devices or by less competent or less skilled personnel.

It may become necessary to devise a new title for the pilot service to describe the specialist service that will govern the safe passage, provide all the supporting services and facilities at the terminal stages of a voyage and in which the pilot is the specialist link *in situ*.

It follows then that for such a man, in such a service, training as defined will not be sufficient to equip him for his task. It used to be a fashionable saying, "give us the tools and we will get on with the job": the equivalent often heard in our profession is "let the ships come—we'll do them". Nowadays, let alone the future, this philosophy is not good enough. Something more is required than basic instinct and an ability to "fly by the seat of the pants".

For a pilot, an understanding of the action and reaction of forces, whether they be physical or economic, is essential both to his acceptance and to his understanding of his *raison d'être*. To be an efficient member of an integrated service he must not only be able to perform his duties but he must also understand his particular role and the problems and functions of the other members of the service. As an architect or a civil engineer needs to know more about construction than how to place one brick upon another, as a surgeon needs to know more about the human body than how to hold a knife to make an incision, so in our profession we need knowledge as well as technical skill.

So, for example, an understanding of the basic principles of hydrodynamics equips him to appreciate the limits of manoeuvrability of vessels under varying circumstances and conditions and facili-

tates the use of his skills in shiphandling. The appreciation of plant management economics helps him understand the necessity for controlled movement of shipping and reconciles him to the acceptance of the frustration of slow but orderly progression rather than swift, confused, congestion. A knowledge of electronics gives him both confidence in, and an awareness of the limitations of, the aids at his disposal. Calculations and a knowledge of the forces applied to a ship's hull by winds, tide and current, and of the counter-forces available, or required, from tugs and auxiliary aids, give a better guide to the conditions under which set manoeuvres can be attempted or accomplished.

I don't want to do more than indicate a few of the areas in which I think pilots should be fully educated as well as trained as I think there are others better qualified than I to propose the syllabus. I would, however, like to say that most of the subjects are covered to some degree by the Masters' Certificate and, expanded as necessary to suit the specialised field of pilotage and with possible fining by application to local conditions, this would go a long way towards forming a basis upon which to found a pilot's education.

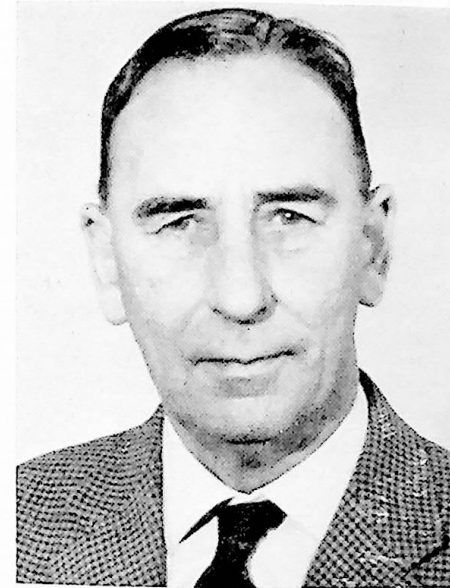
It is for this reason that I demur from accepting the Mark Twain concept of a pilot, a man born, bred and stagnating in the one locality, and favour recruitment for our service and profession from amongst the ranks of the Master Mariners. I will go further from the Mark Twain concept and say that, far from a good pilot being one who knows only his own locality a pilot should, ideally, undergo periods of training under supervision in a variety of districts before he goes to his appointed one.

My suggestions for the education and training of a pilot, gentlemen, then are:—

- i recruit from Master Mariners having served a specified time deep sea;
- ii a period, say two months, of experience of pilotage and shiphandling under supervision in at least two districts with pilotage of a different nature from the district to which he is to be appointed;

Obituary

HENRY ELLIOTT BRAINE



We regretfully record the loss of Henry Braine who died suddenly on April 24th, aged 66. Ill health had caused his retirement in September 1969 since when he had pursued his hobbies of sailing, model making and running his model steam locomotive. He leaves a widow to whom we extend our deep sympathy.

On the 6th of December, 1905, in Leytonstone, Essex, he was born into a family steeped in pilotage. His father, uncle and cousin were all Trinity House pilots. Following school at Chigwell, he became a cadet of the Port Line in 1922; joined the Royal Naval Reserve in 1935, serving in *HMS Rodney*; and was called to the Trinity House Thames River Pilotage in March 1938.

The RNR recalled him in September, 1939, and he served in the Northern Patrol, Iceland, and was sent to the United States to take command of *LST 416*, surviving all the Mediterranean and D-Day invasions. For these services he was Mentioned in Despatches.

Returning to pilotage in August, 1944, he became Select Pilot for the Royal Mail Line in 1949 and for the Pacific Steam Navigation Company in 1952 until his retirement.

(continued from page 16)

- iii a period at an educational establishment for a course on theoretical principles of pilotage and instruction in relevant associated subjects, again for two months, say, and followed by a final period of two months' practical training at the district to which he is appointed.

Well, gentlemen, so far during this seminar we have listened to descriptions of the work and practice of the present-day pilot and heard described the traditions that have moulded the present service. We have listened also to criticisms and heard suggestions as to their future role and function. The point of this part of our discussion is to suggest the form of future pilot training and indicate the areas in which any further education might be

considered necessary. I hope I have given some indication, or at least, some food for thought.

Captain Hand referred to the pilot being an ambassador for the port. I don't know if I would go so far as to suggest adding a course in diplomacy but an ability to impart informed comment and opinion and to be able to give rational and reasoned explanation for actions and procedures goes a long way to help, giving reassurance and confidence to all. I would add, in conclusion, that I believe that nothing but good can result, and only benefit accrue to all sections of the industry as well as to pilots, if they ensure they are as fully educated as they are highly trained to perform their skilled service to the community at large.

Coastlines

IMCO — IMPA

Just before going to press we heard that the Council of the Inter-Governmental Maritime Consultative Organisation (IMCO), which is the specialised agency of the United Nations concerned solely with maritime affairs, has approved the grant of consultative status to the International Maritime Pilots' Association. This grant is provisional, subject to confirmation by the IMCO Assembly.

Over seventy States are Members of IMCO. Members may wish to note that one of the purposes of consultative status is to enable IMPA—which represents Pilots' Associations in the five continents of the world whose activities have an important and direct bearing on the work of IMCO—to express their points of view to IMCO.

Retirement of Hallam Horner Director of the Chamber of Shipping

Mr L J Hallam Horner, OBE, retired on 30th June, 1972 as Director of the Chamber of Shipping. The new Director is Mr J N Wood.

Trinity House Appointment of Deputy Master

It has been announced that Captain D S Tibbits, DSC, RN (Ret'd) has been nominated to succeed Captain Sir George Barnard as Deputy Master of Trinity House on Sir George's retirement on 11th August, 1972.

Councillor Dan McMillan

Ardent readers of the *Gravesend and Dartford Reporter* will have seen as a front page item (May 19th), under the headline "In the Hot Seat at Last", the photograph we reproduce. The rig may seem unusual for a member of our Executive Committee but the newspaper explains that the new Mayor of Gravesend, Councillor Dan McMillan is delivering a "blood, sweat and tears" warning for the Council in the year ahead after his election at the Woodville Halls on the previous Tuesday.

One gathers from the rest of the news report that he left no one in doubt on the manner in which he intends to exercise his Mayoral authority! With a first class pilot aboard, Gravesend and its Pilot will have the best wishes of all our members and warm congratulations to Captain Dan. Perhaps, when the hectic year is all over, he will write for us his reflections on the differences and similarities in comparing the job of the man in charge of a sea-going ship and a township. Meanwhile, good luck and a successful passage!

Royal Escort Duty

The Trinity House Vessel "*Patricia*", the Flagship of the Trinity House Fleet, led the Royal Yacht "*Britannia*" into Portsmouth on the return of Her Majesty The Queen and His Royal Highness Prince Philip, the Duke of Edinburgh, from their State Visit to France on Saturday 20th May, 1972.

The Elder Brethren of Trinity House have for many years enjoyed the privilege of acting as escort to the Sovereign when at sea in pilotage waters, on ceremonial occasions or when leaving or returning from State Visits. On such occasions the

Coastlines (continued)

Trinity House Vessel, with the Sovereign's permission, leads the Royal Vessel through pilotage waters.

Heifer in Tow!

Truth is often stranger than fiction—until there is an explanation. An unusual act of pilotage is recounted by W. L. Dunn of Fowey.

"My wife was waving to me when coming ashore and, going up the steps to our home, she said, 'The Police want you'. A farmer had requested help from the Police to try to rescue a heifer which had fallen over the cliff. Taking Mr. J. Curtis my boatman and the small boat with block and tackle, we motored to a spot where a Land Rover and four men were waiting on the cliff.

"We came to a small cove with a narrow entrance, just wide enough for the boat. Standing on the beach, in the water, was the heifer, apparently unharmed even after falling about sixty feet. The farmers now came down on a length of rope and produced a horse's bridle. Placing this on the animal's head, they dragged it to the rowing boat. With Mr. Curtis on the oars, they lashed the animal's head to the stern of the boat.

"I then received orders to tow, but not too hard. The animal took off after receiving considerable assistance astern. This was really funny to watch and would have made a good film, although any speech would have had to be censored. I towed the animal about half a mile to a beach where it scrambled ashore. The farmers were truly pleased with our efforts".

Tanker Recommendations

Dick Farrands, who has put in so much personal effort towards gaining agreement to the text of the EMPA Pilot Hoist Recommendations, comments that the forthcoming tanker recommendations will in due time be seen as of even greater significance.

The EMPA recommendations to improve the conditions under which tankers are navigated in pilotage waters and for the provision of better port facilities, first published in 1965, have now been brought up to date and a new section on very large tankers added. These new recommendations were approved at the EMPA Annual General Meeting held in Tirrenia, Italy, on May 18th-19th, 1972, and we intend to include them in our next issue.

The "Brighton Bottom Scratchers"

Another snippet from the "Doings of Dunn" carries a tragically familiar echo in spite of its cheerful ending.

"The *Flying Cloud*, a motor cruiser, was on passage from Falmouth to New Malden. The engine had failed off Fowey and, with its dinghy lost, it had been towed into Fowey. Looking over the craft, I saw how poor the equipment was and advised the two men to have the craft shipped by rail as, by their answers, they knew nothing of the sea.

"Shortly after noon of that day, HM Coastguard Reed called me to say a craft was in distress just eastward of the harbour. Taking my son, we put to sea and sighted four skin divers in the water holding a rope made fast to the *Flying Cloud* which was almost on the rocks. I went in and put my tow rope on board but when towing the craft away one of the men cast off the tow rope by mistake. I went in again and this time towed the craft into the harbour. I now begged the two men to have the craft shipped home as they might not be so lucky next time.

"I made enquiries about the skin divers and found they were the *Brighton Bottom Scratchers* on holiday at Looe. I wrote to the Chief Constable at Brighton and he kindly published a letter of thanks in the press. Had these young men not assisted, this craft would have been wrecked."

Local Secretaries

Aberdeen	...	H. McKilligan	...	Aberdeen Harbour, North Pier, Aberdeen
Ardrossan	...	A. Caldwell	...	13 Chapelhill Mount, Ardrossan, Ayrshire
Barrow-in-Furness	...	R. Moore	...	Windswept, 35 Roa Island, Barrow-in-Furness, Lancs.
Barry	...	J. Bennett	...	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast	...	W. J. Kirkpatrick	...	15 Downshire Gardens, Carrickfergus, Co. Antrim, N. Ireland
Bridgwater	...	C. Muller	...	2 Blakes Crescent, Highbridge, Somerset
Brixham	...	R. J. Curtis	...	6 Elkins Hill, Brixham, Devon
Cardiff	...	C. D. Morgan	...	54 St. Angela Road, Heath, Cardiff, Glam.
Clyde:				
Glasgow	...	I. M. Macfarlane	...	23 Victoria Road, Gourrock, Renfrewshire
Gourock	...	J. M. Farmer	...	239 Eldon Street, Greenock, Renfrewshire
Colchester	...	L. A. Clark	...	8a Upper Park Road, Brightlingsea, Essex
Coleraine	...	W. Dalzell	...	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	...	J. Phillips	...	30 St Andrews Road, Exmouth, Devon
Falmouth:				
Sea	...	R. T. Williams	...	14 Arwenack Street, Falmouth, Cornwall
River	...	J. Timmins	...	1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall
Fowey	...	M. H. Randolph	...	Elm Cottage, East Street, Polruan-by-Fowey, Cornwall
Gloucester	...	B. H. Richards	...	Southerly, 60 Combe Avenue, Portishead, Nr. Bristol, BS20 9J5
Goole	...	A. R. Wild	...	31 Airmyn Road, Goole, Yorks.
Grangemouth	...	R. C. MacMillan	...	Pilot Office, The Docks, Grangemouth, Stirlings're
Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	...	R. B. Campbell	...	25 Taylors Avenue, Cleethorpes, Lincs.
Ipswich	...	J. Wright	...	"Rosapenna" 9 Cliff Lane, Ipswich, Suffolk
Isle of Wight...	...	P. D. Jordan	...	Long Orchard, Marlborough Road, Ryde, Isle of Wight
Lancaster	...	H. Gardner	...	Greystones, 128 Morecambe Road, Lancaster
Leith	...	L. M. Smith	...	64 Trinity Road, Edinburgh, 5
London:				
Cinque Ports	...	J. A. Cresswell	...	361 London Road, Deal, Kent
Gravesend Channel	...	P. A. E. Roberts	...	Utne, Conifer Avenue, Hartley, Dartford, Kent
River	...	D. W. J. Hobday	...	Pentlands, Stock Lane, Wilmington, Dartford, DA2 7BY
Medway	...	T. G. Hannaford	...	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	...	N. Walker	...	Wild Acres, Steam Mill Road, Bradfield, Manningtree, Essex
Londonderry	...	C. M. O'Donnell	...	3 Oakfield Drive, Londonderry, N. Ireland
Lowestoft	...	J. E. Johnson	...	Westing Down, 44 Gunton Church Lane, Lowestoft, Suffolk
Middlesbrough	...	W. E. Guy	...	25 Wheatley Close, Acklam, Middlesbrough
Milford Haven	...	M. A. Haigh	...	Bliethfield, 3 West Hill Avenue, Milford Haven, Pembs.
Neath	...	A. Boshier	...	24 Thorney Road, Baglan, Port Talbot, Glam.
Par	...	R. F. Dunn	...	Hillmere, 7 Polmear Road, Par, Cornwall
Plymouth	...	E. Rogers	...	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	...	E. S. Haines	...	Pilot Office, Town Quay, Poole, Dorset
Portsmouth	...	M. Sparkes	...	Trinity House Pilotage Service, Victoria Pier, Portsmouth
Port Talbot	...	J. Parry	...	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Preston	...	H. Halsall	...	Pilotage Office, The Docks, Preston, Lancs.
Prestatyn	...	A. M. Hatton	...	39 Grosvenor Road, Prestatyn, Flints.
Rye	...	H. Helman	...	59 Udimore Road, Rye, Sussex
St. Ives	...	J. W. A. Dew	...	88 St. Johns Street, Hayle, Cornwall
Shorcham	...	T. N. H. Dalton	...	5 Willow Close, Lancing, Sussex
Southampton	...	K. E. Powell	...	Pilot Office, Union Castle House, Canute Road, Southampton, SO1 1AG
South Shields	...	T. A. Purvis	...	2 Parkside Crescent, Tynemouth, Northumberland
Sunderland	...	J. Patterson	...	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Taw and Torridge	...	V. W. Harris	...	Fernlea, Pitts Hill, Appledore, N. Devon
Teignmouth	...	A. C. Broom	...	8 Foresters' Terrace, Teignmouth, Devon
Trent	...	W. L. Smedley	...	10 Skelton Avenue, Bricknell Avenue, Hull, Yorks.
Wisbech	...	T. Harris	...	3 Baxter Close, Wisbech, Cambs.
Workington	...	M. Ditchburn	...	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	...	G. M. Logie	...	71 Marine Parade, Gorleston-on-Sea, Norfolk