



THE PILOT

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LORD MAYOR CALLS FOR PILOT!



From Frank Berry

The picture shows the pilot launch *Warden* which was entered and led the Lord Mayor's Show at Kingston-upon-Hull on Saturday, 12th June 1982. The theme of the show was "HULL AFLOAT" and our entry was awarded the President's Trophy, the 1st prize.

The *Warden* was put into Service in September 1980, and has completed 4,200 running hours. Her overhaul was timed to coincide with the Lord Mayor's Show, and the preparation of the boat and the posters etc. were carried out entirely by our own staff.

The first records of an organised Pilot Service go back to 1512. In 1541 Henry VIII on a visit to Hull ordered a form of Compulsory Pilotage. In 1581 Elizabeth I granted a Charter which required compulsory examination for pilots — so the significance of the poster on the side of the boat is self-evident.

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IMCO ROUTEING MEASURES

and the Rule 10 Debate

P J D Russell, FNI, *United Kingdom Pilots' National Technical Committee*

1. INTRODUCTION

- 1.1 When some three years ago a plan surfaced to revise the IMCO Routeing Measures in the English Channel, the author (a Folkestone pilot) was preparing a paper on navigational problems in the Dover Strait for a Nautical Institute seminar subsequently held in May 1979.
- 1.2 The seminar received much international interest and press attention but more importantly it identified dangerous practices and differing interpretations of the Regulations for Prevention of Collision at Sea and Rule 10(c) and 10(d) in particular.
- 1.3 Prior to the establishment of the Dover Straits Traffic Surveillance (VTS) Centres at St Margarets Bay and Cap Gris Nez, the Traffic Separation Schemes had been in operation for a number of years and proved to be, and remain, the most significant contributory factor to safe navigation in the area. Interpretation of the Rules had been left entirely to the person on the bridge of a ship and responsible for the safe navigation of that vessel.
- 1.4 The establishment of surveillance centres to "police" the regulations soon created different interpretations of the crossing rule 10(c). Courses which had previously been considered by mariners to be "as practicable at right angles to the general direction of traffic flow," were often queried by the VTS and a few successful prosecutions obtained in the magistrates' courts where, in the main, the defendants pleaded guilty. In fairness to H M Coastguard in their new role, it is difficult to see what other action they could have taken but report what in their view were infringements of the regulations to the Marine Division of the Department of Trade where subsequent action was decided. However the view has always been clearly stated by the Department that interpretation of the law is for the courts and not the Department to decide. Unfortunately for mariners involved, conviction by magistrates' courts appears inevitable while appeal to higher courts could prove prohibitively expensive. In the absence of case law grey areas of interpretation remain.
- 1.5 Prior to the Dover seminar the local mariners' frustration had not been expressed nor their views sought. The strength of feeling and concern probably came as much of a surprise to their own respective organisations as it did to the Department of Trade. Coastal State VTS as opposed to Port VTS, a new and unexpected influence, outflanked the traditional areas of debate and possible confrontation. Feeling denied of earlier opportunity to express their views, the mariners were highly critical of —
 - (a) dangerous and unnecessary manoeuvres being performed by crossing vessels to comply with an "acceptable" track;
 - (b) the failure of "through ships" to take avoiding action when so required by the Collision Regulations;
 - (c) plans for restrictive use or denial to the English Inshore Zone in order to prevent pollution, regardless of the problems or extra risk of collision such diversions could pose;
 - (d) the lack of precise interpretation of Rule 10 and the relative inexperience of those charged with policing it.

- 1.6. Since the seminar that strength of feeling has been funnelled through the previously existing lines of communication in the UK. There has been considerable consultation and debate during which constructive suggestions have been made by the mariners themselves to further improve safety in the area. Much of the time of the UK Safety of Navigation Committee has been devoted to discussion on Rule 10 over the last three years.
- 1.7. Since the presentation of the earlier paper, the author has represented the UKPA at most meetings of UKSONC and at some of the Working Parties appointed by that committee. Now a member of the UKPNTC he has also acted as Technical Adviser to IMPA at the 26th Session of the IMCO sub-Committee on Safety of Navigation where Rule 10 and Routeing Measures were once again debated. He has also served on a Nautical Institute Working Party studying VTS.

2. PURPOSE

The purpose of this paper is to update pilots as to the developments in the debate so far. The views expressed are personal opinions and are not necessarily representative of any organisation.

3. INVOLVEMENT

- 3.1. To those of my colleagues who might question whether involvement in such debate is necessary for pilots, the following observations are addressed.
- 3.2. All over the world, District and Deep Sea Pilots are very much on the receiving end of any Coastal State or Port legislation influencing or regulating the free passage of shipping. Their local knowledge and experience can identify problems not immediately obvious to those solving a political and environmental situation from ashore. Given the opportunity, as we have been fortunate to experience in this country, to express our opinions then it is my experience that our professional views are taken into consideration. Not to express or seek to express those views when denied a forum is, I feel, to negate that professional responsibility for the safety of shipping.
- 3.3. The acceleration in the development of Vessel Traffic Services worldwide means that most pilots will be involved in their areas of responsibility with the requirements of such schemes. Pilots are an essential element of all such schemes and have most to contribute to their success. They should therefore be actively involved in the decision making process and day to day operation.

4. CONSIDERATIONS

The debate so far has been influenced by many considerations, the major of these being —

- 4.1. Any change to the 1972 Collision Regulations is a slow process requiring first approval and then ratification by IMCO.
- 4.2. Any change made must be applicable worldwide and not just suitable for an area such as the Dover Strait where a particular problem has been identified.
- 4.3. Coastal States are under great pressure politically to protect their environments and can, and do, make special rules for territorial waters.
- 4.4. Rule 10(c) now reads:—
“A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross as nearly as practicable at right angles to the general flow of traffic.”

- 4.5. Some consider that to mean “make good a track” as nearly as practicable at right angles.
- 4.6. Others consider that as Rule 10(c) is one of the Steering and Sailing Rules, that means, “shall steer a course” as nearly as practicable *etc.*
- 4.7. Whatever the interpretation, in practice some vessels in the lanes ignore their obligations under the steering and sailing rules and use the lanes as motorways.
- 4.8. Worse still, many crossing vessels in order to comply with the present wording of 10(c) are steering a “dog leg course” across the Straits, making their track more difficult to plot on radar and potentially lethal when they develop a habit of turning to port at the boundary of a main lane, to steer on an opposing course to the traffic in that lane, until finding a gap in the traffic before making a broad alteration to starboard to cross at right angles. Such manoeuvres, developed in clear visibility, are highly lethal in restricted visibility and contribute to the negligent attitude of those in paragraph 4.7.
- 4.9. Rule 10(d) now reads —
“Inshore traffic zones shall not normally be used by through traffic which can safely use the appropriate traffic lane within the adjacent traffic separation scheme.”
- 4.10. Inshore Traffic Zone is defined as —
“A routeing measure comprising a designated area between the landward boundary of a traffic separation scheme and the adjacent coast, not normally to be used by through traffic and where local special rules may apply.”
- 4.11. Much confusion and uncertainty has occurred as to the precise meaning of the term “through traffic”.
- 4.12. Change in the Dover Strait Traffic Scheme on 1st July 1982 introduce: limits at each end of the English and French Inshore Traffic Zones which will affect traffic flow.

5. PROGRESS TO DATE

The debate is currently on the table at IMCO and therefore it is difficult to predict what changes if any, will be made to the present Collision Regulations, or when. The sub-Committee on Safety of Navigation at their 26th session in February 1982 established a Working Group to give preliminary consideration to the proposals for change to the 1972 Collision Regulations and IMCO members have been invited to consider the Report of the Working Group. Comments and proposals are invited for further consideration at the sub-Committee's twenty-seventh session at the end of this year. However some of the Working Group conclusions were as follows.

5.1. Amendment to Rule 10(a)

The Group concurred with a proposal by the United Kingdom to clarify that Rule 10(a) does not relieve any vessel of her obligation under steering and sailing rules and agreed the following amendment —

Rule 10(a): Amend the existing Rule to read as follows:

“This Rule applies to traffic separation schemes adopted by the Organisation and does not relieve any vessel of her obligations under other Rules of this Part, in particular those in section II and III.”

5.2. Amendment to Rule 10(c)

The Group concurred with proposals by the United Kingdom, IAIN and ICS that Rule 10(c) should be amended to clarify what is meant by “cross as nearly as practicable at right angles to the general direction of traffic” and agreed the following amendment —

Rule 10(c): Amend the existing Rule to read as follows:

"A vessel shall so far as practicable avoid crossing a traffic lane but, if obliged to cross, shall maintain a heading at as broad an angle as practicable to the general direction of traffic flow. Such vessel shall avoid maintaining a heading of less than 60 degrees or more than 120 degrees to the general direction of traffic flow."

5.3. Amendment to Rule 10(d)

This was more difficult to resolve. The Group considered proposals by IAIN and ICS regarding the use of inshore traffic zones. It was noted that different applications of Rule 10(d) existed in different coastal areas. It was felt that this was not in conformity with the aims of the 1972 Collision Regulations, which is a uniform application of the Rules.

The Group was of the opinion that it is necessary to consider carefully the possibility of amending the Rule with the aim of achieving uniform application.

An amendment to which the Group paid particular attention was a proposal from ICS that 10(d) should be amended to read:

"A vessel shall not normally use an inshore traffic zone when it can safely use the appropriate traffic lane within the adjacent traffic separation scheme unless:

- (1) it is making use of a port, offshore installation or pilot station within the inshore traffic zone;
- (2) it is bound to or from, a port or terminal situated on the coast adjacent to a traffic separation scheme.

It was felt that this proposal could possibly be a basis for further consideration, it was however also pointed out that the text proposed did not solve the problems of the coastal states in connection with their rights to establish provisions to minimize the risk of collision or pollution in coastal waters.

However, with the suggestion that it might be appropriate to change the title and scope of the collision regulations came implied criticism that some Governments were using the Regulations to prevent stranding and pollution when in the opinion of the Group, the aim is to provide mariners with clear rules concerning the prevention of collision.

Whether the ICS proposal will be partially accepted or wholly acceptable remains to be seen. The working group came to no firm conclusion in the time available at the 26th session.

6. PRESENT INTERPRETATION RULE 10(d)

6.1. At this time, and using the Collision Regulations as they stand, my understanding of the UK Government view is that a vessel is entitled to use the English Inshore Traffic Zone providing her destination is within that zone, or use is being made of a pilot station or safe anchorage in the zone, and she is only considered a "through vessel" if she commences her voyage from a location beyond one limit of the zone and proceeds to a location beyond the further limit of the zone.

6.2. The English Inshore Zone at the time of writing extends from the Greenwich meridian to approximately Felixstowe and therefore all vessels bound to or from the Thames estuary associated pilot stations or the ports of Newhaven, Rye, Folkestone, Dover, and Ramsgate would appear to be justified in using that zone.

7. FUTURE REQUIREMENTS RULE 10(d)

7.1. As from the 1st July 1982, amendments have been made to the Dover Strait Separation Scheme and associated Inshore Traffic Zones and promulgated by Notice to Mariners.

- 7.2. The amended schemes define the limits of the inshore traffic zones. The French inshore traffic zone will lie between Cap Gris Nez in the north and a line drawn due west, south of Le Touquet in the south. The English Inshore traffic zone will then extend from a line drawn from the western end of the scheme to include Shoreham, to a line drawn due south from South Foreland.
- 7.3. My understanding of the Department's view is that any vessel which commences its voyage from a location beyond one limit of the zone and proceeds to a location beyond the further limit of the zone, and is not calling at a port, pilot station or destination within the zone, is a through vessel and for the purposes of Rule 10(d) should, if it can safely do so, use the appropriate traffic lane of the adjacent separation scheme.
- 7.4. The Department's view will shortly be clarified with the issue of a new M. Notice to replace number 869.
- 7.5. The French view on the application of their new inshore traffic zone is not known at this time.
- 7.6. While I am unaware of any British masters being prosecuted by the Department for breaches of the English Inshore Zone to date, successful prosecutions have been made against British masters in the English courts for alleged breaches of the French Inshore Traffic Zones, following a report from the French Authorities to HM Government. Some foreign deep-sea piloted ships have been reported by coastal states to their flag state where action has I believe been taken against the master.
- 7.7. The exact legal position has not I believe been tested in the higher courts and therefore the issue of an M. Notice while being extremely helpful as guidance, and indicative of Departmental interpretation, possibly may not be the legal interpretation. It is important however that pilots and masters should clearly understand that non-compliance with the M. Notice may lead to prosecution in the absence of such case law.
- 7.8. The English Inshore Zone as from the 1st July 1982 will extend from and include Shoreham in the west and Dover in the east, terminating at South Foreland; therefore all vessels bound to or from the Thames Estuary and using the Folkestone Pilot station or the ports of Shoreham, Newhaven, Rye, Folkestone and Dover would appear justified in using that zone.
- 7.8. The important change is that vessels which have previously used the inshore traffic zone when bound for the Thames Estuary or Ramsgate, and which are NOT using the Folkestone Pilot station, will it appears be required to use the main traffic lanes and avoid the inshore traffic zone if they can safely do so.
This would include vessels outward bound from the Thames Estuary intending to overcarry their District pilots, vessels inward and outward from Felixstowe with Deep Sea or District pilots and vessels inward bound for the Thames Estuary with previously embarked London District pilots, NONE of whom having been embarked or to be disembarked within the limits of the Dover Strait English Inshore Traffic Zone.

8. CONCLUSION

The debate has been full and thorough in the United Kingdom where the views of all responsible parties, both user and legislator, have been carefully considered. While it is true to say that in some areas of the debate the views of the mariner have not prevailed, at least the United Kingdom have initiated the debate at IMCO and hopefully the grey areas of interpretation will be clarified. In the meantime, with a little common sense and co-operation in the application of the Rules by both user and administrator, safety of life at sea and protection to the environment may be improved while a decision at IMCO is awaited.

HOW TO BURY AN IDEA

(The following is extracted from an article 'The Power of Negative Thinking', which appeared in a recent issue of the Pemberton Quarterly, published by Alfred Pemberton Ltd. Incorporated, Practitioners in Advertising.)

All through the ages the quickest way to a sticky end was to have an idea and be indiscreet enough to mention it.

This is really quite easy to understand. Most people have a hard time getting used to the present and only succeed when it is safely in the past.

What defence is there against the disturbing effect of ideas? Only one. Attack. Instant recognition, decisive action, annihilating concentration of offensive power — use these with judgment, courage and vigour. Give no quarter. You will be able to sink the emergent idea without trace, no ripple, no reminder of what-nearly-was.

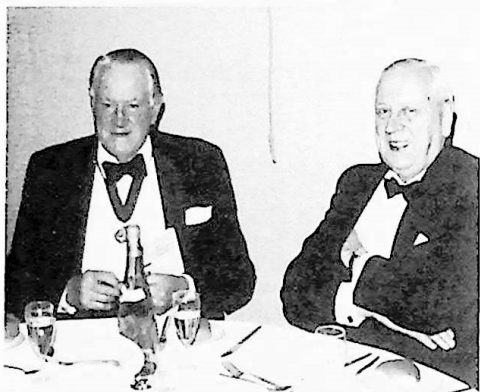
Here are some techniques. There are others, but these have been tried and tested in daily use everywhere throughout the centuries. They are proven, guaranteed, you might even say — certified. They will not let you down whenever or wherever you are confronted with an idea.

1. *Ignore it.* Dead silence after the utterance of an idea will intimidate all but the most hardened proponents.
2. *See it coming and dodge.* You can recognise the imminent arrival of an idea by a growing unease and anxiety on the part of its would-be originator. You can save him embarrassment and subsequent humiliation if you act quickly. Change the subject. Or, better, end the meeting or bring the audience to a close.
3. *Scorn it.* The gently lifted eyebrow plus a soft-spoken 'you aren't really serious about that, surely?' will work wonders. In severe cases, make the audible comment, 'utterly impracticable'. Timing is important. Get your thrust home before the idea is fully explained, otherwise it might prove to be practicable after all.
4. *Laugh it off.* 'Ho, ho, ho — that's a good one, Joe. Must have sat up all night waiting for it.' If he has, this makes it funnier.
5. *Praise it to death.* By the time you have expounded its merits for five minutes everyone else will hate it and he'll even be wondering what's wrong with it himself.
6. *Mention that it's never been tried.* If it is a new idea this will be true — but obviously if it were sound somebody would have thought of it before.
7. *Prove that it isn't a new idea.* If you can make it look sufficiently similar to some other known idea, that fact that this one is better may not emerge.
8. *Observe that it doesn't fit the company 'policy'.* Since nobody knows what the policy is you're probably right at that.
9. *Mention what it will cost!* The fact that the expected saving is six times as much will then pale into insignificance. After all, that is imaginary money. What we spend is *real*. Beware of ideas that cost nothing,

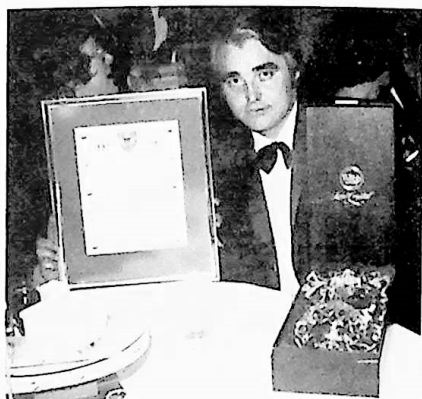
though! They exist, but you can usually dispense with them by pointing this out. If it doesn't cost anything it can't be worth anything, can it?

10. *Use the 'Oh-we've-tried-it-all-before' gambit.* This is particularly effective if the offender is a newcomer. It makes him realise what an outsider he is. Once he's learned his place there'll be no more of this nonsense.
11. *Cast the right aspersion.* 'Isn't it a bit too flip?', or 'Do we want this clever- clever stuff?', or 'Let's be careful we don't outsmart ourselves'. Such comments will draw ready applause and support from your colleagues. Few ideas will survive such collective disapproval.
12. *Find a competitive idea to block it with.* This is dangerous and should be used only when you are experienced. Otherwise you might still get left with an idea.
13. *Produce twenty reasons why it won't work.* You can be sure that this way the one good reason why it will work gets lost.
14. *Modify it out of existence.* This method is elegant. It lulls the delinquent ideas-man into a false sense of security. You seem to be helping his idea along, just changing it a little here and there. 'Couldn't we do so and so?', 'Of course, you'd have to rethink it here and there'. By the time he wakes up it's dead.
15. *Encourage doubt about the ownership of the idea.* 'Didn't you suggest something like Harry's saying when we last met, Jim?' While everyone's wondering who thought of it the idea may wither and die quietly from lack of attention.
16. *Damn it by association of ideas.* If you can connect it however remotely, with someone's pet hate, you've fixed it for good. Turn to the Senior Man Present and remark casually, 'Why, that's just the sort of thing John might have thought up'. S.M.P. loathed John and finally fired him, but your idea-exponent doesn't know this and will be wondering for weeks what hit him.
17. *Try to chip bits off it.* If you can keep fiddling with an idea long enough it may come to pieces in your hand.
18. *Make a personal attack on the idea owner.* By the time he's recovered he'll have forgotten he ever had an idea.
19. *Score a technical knock-out.* There are various ways of doing this. Two examples will suffice:—
 - (a) *Refer to some obscure regulation that it might infringe.* They almost certainly will not notice that the regulation in question was drawn up to control the import of peanuts from Bangkok during the Serbo-Croat uprising of 1902 and therefore doesn't cover the problem at all.
 - (b) *Use technology as a bludgeon.* 'But if you did that you'd need a pulsating oscillograph coupled with a hemispherical interferometer — so you see there'd be a negative feedback in the forward rheostat — and you wouldn't want that, would you.'
20. *Postpone it.* If you can't kill an idea outright, you can always postpone it. By the time it's been postponed a few times it will look pretty tatty and partworn even to its owner.
21. *Let a Committee sit on the idea for you!*
22. *Encourage the author to look for a better idea.* If the first idea was good, this will be a difficult, possibly lengthy and usually discouraging quest. If he finds one, you can always then start him looking for a better job.

TEES PILOTAGE AUTHORITY CENTENARY CELEBRATIONS



Doctors Rebbeck (left) and Taylor (right) at the centenary dinner



Stuart Hellier presented with a decanter and illuminated address in appreciation of his efforts in writing "The History of the Tees Pilots".

On the 1st May 1882 nine commissioners, chaired by Isaac Wilson MP, held the inaugural meeting of the Tees Pilotage Commission. Prior to that date the pilotage had been administered by Trinity House of Newcastle. The Commission assumed responsibility of the Tees Pilotage organisation and have done so ever since. The only change came in 1922 when the name was changed to the Tees Pilotage Authority.

In order to celebrate one hundred years of the Authority being in existence a dinner dance was planned and arranged to be held on the 1st of May 1982 at the Dragonara Hotel in Middlesbrough. All persons and their wives/husbands connected with the Authority were invited along with many others connected with shipping in the Tees area and others including Mr D I McMillan of the London River who is the vice-President and Chairman of the Executive Committee of the UKPA. Some time before the centenary date other ideas were put forward. One such idea was suggested by Stuart Hellier, a pilot on the river Tees. He suggested, and subsequently took on the task, that a 'booklet' be written on the Tees Pilots. After many hours of research and writing the original idea of a 'booklet' grew to an excellent 'book' entitled *The History of the Tees Pilots*. This was completed and first published on the 1st May to coincide with the centenary date. The book is readily available at only £3.75 per copy.

The dinner started at 7.15pm and, after drinks in the lounge, everyone enjoyed the buffet type meal in the Cleveland Suite. Dr Arthur Taylor, the current chairman of the Tees Pilotage Authority, made the first speech. He talked about the life of the Authority before introducing the principal speaker who was Dr Denis Rebbeck.

Dr Denis Rebbeck is a prominent figure in the pilotage organisation as a whole. He was Chairman of the Advisory Committee on Marine Pilotage from 1977 to 1979 and is currently Chairman of the Pilotage Commission. His own career spanned many years with Harland & Wolff at Belfast and he was Chairman and Managing Director of that company in the 1960's. He gave a humorous Irish flavoured speech which was interrupted by one of the many telephones in the Cleveland Suite ringing. This was answered by one of the pilots who said "Pilots, South Gare!". Someone on call had to leave early that night.

When the speeches were over Dr Arthur Taylor presented Stuart Hellier with a cut glass crystal decanter and an Illustrated Address which quoted thanks and appreciation for all the effort he had put in compiling his book on the Tees Pilots.

After the presentation was over the entertainment began. This started with dancing to the music of the group 'Sweet Inspiration'. This group — two girls and a male drummer — were the resident group at the Dragonara some time ago, hence they played at many functions organised by the pilots in the past. They now play at a major hotel in London as the resident group, but in view of their long connection with the Tees pilots they were invited back to play at the centenary. They played until 1am except that at 2330 the floor was cleared to allow the Appollo Male Voice Choir to take the stage.

The Appollo Male Voice Choir, conducted by Gwyn Morris and accompanied by Margaret Dunn, are the English Male Voice Choir Champions. They sang a mixture of songs ranging from Climb Every Mountain to the Battle Hymn of the Republic. Eleanor Harris, who sings solo with the choir also sang a few songs including Bright Eyes from the film Watership Down. Everyone enjoyed the performance very much and the choir responded by singing more than their planned programme. When the choir eventually left the floor the group Sweet Inspiration came back and the dancing recommenced.

The night was enjoyed by everyone and the centenary celebrations were a total success.

J H Wright

Warden Ashore

The two young ladies shown are Julie Silburn (left) and Brenda Hill (right) who are both members of the Pilot Office staff whose duties include the collection of pilotage revenue and payment of staff wages etc. They were dressed for the occasion in Pilot Service uniform — consisting of — white blouse and blazer and red skirt. White over red being the international pilot cutter flag.

The occasion had a carnival spirit in which our pilots and staff readily entered and a good time was had by all.

If Only I'd Reported in Time!

Experience shows that pilots are too concerned with their charges to remember their own interests. Failure to report an incident to the Insurers within the time limit can lead to disqualification of claim or, at best, a heap of extra trouble for all concerned.

Condition 9 in the UK Pilots' Policy requires every member to report to the Insurance Company IN WRITING WITHIN THIRTY DAYS of the happening of any event out of which a claim may arise. Since it is not possible to say with any certainty that a particular incident will lead to an enquiry or legal proceedings, members should in their own interest inform Navigators and General in writing of ALL INCIDENTS, however trivial they may be.

Overmanning problems solved

When in 1884 the UKPA held its first Annual Conference, one of the items voted in was the establishment of a Voluntary Death Fund. For years later it was stated that the fund was in 'good condition'. Will such a fund ease the problems of the Pilotage Commission? Any volunteers?

Harry Hignett

Local Secretaries

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Goole	...	R. Shaw	...	54 Mill Beck Lane, Cottingham, North Humberside
Grangemouth	...	W. C. Gardner	...	6 Parkhead Road, Linlithgow, West Lothian
Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool
Harwich	...	R. McLaren	...	Stour Lodge, Rectory Road, Wabness, Manningtree, Essex CO11 2TR
Hull	...	P. Church	...	58 Westminster Drive, Grimsby, South Humberside
Inverness	...	H. Patience	...	"Altmore" 2 Glenburn Drive, Inverness IV2 2ND
Ipswich	...	D. A. Ingham	...	Ipswich Pilotege Office, Dock Head, Ipswich, Suffolk IP3 0DP
Lancaster	...	H. Gardner	...	Greystones, 128 Morecambe Road, Lancaster
Leith	...	R. Hay	...	39 Christiemiller Avenue, Craigentiny, Edinburgh
Liverpool	...	V. Welsch	...	c/o Simpson, North & Harley, 1 Water Street, Liverpool (051) 236 3397
London:				
Sea Pilots South	...	R. L. Mann	...	7 Springfield Road, Cliftonville, Margate, Kent
Sea Pilots West	...	M. J. G. McDonald	...	Turks Hill, Taylors Lane, Higham, Nr. Rochester, Kent
River	...	P. A. Carden	...	The Old Rectory, 91 Windmill St, Gravesend, Kent
Medway	...	T. G. Hannaford	...	175 Wards Hill Road, Minster, Sheppey, Kent
Sea Pilots North	...	R. McLaren	...	Stour Lodge, Rectory Road, Wabness, Manningtree, Essex CO11 2TR
Londonderry	...	C. J. McCann	...	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft	...	W. Craig	...	57 Royal Avenue, Lowestoft, Suffolk
Manchester	...	Mr Wetherall	...	c/o Simpson, North & Harley, 1 Water Street, Liverpool (051) 236 3397
Milford Haven	...	J. M. Leney	...	1 Grassholm Close, Milford Haven, Dyfed SA73 2RM
Montrose	...	A. G. Brown	...	6 Panmarc Terrace, Montrose, Angus DD10 8HD
Neath	...	A. Boshier	...	24 Thorney Road, Baglan, Port Talbot, Glam.
Orkney	...	W. Cowie	...	The Borders, Bigmold Park Road, Kirkwall, Orkney KW15 1PT
Peterhead	...	D. J. MacKinnon	...	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	...	F. T. Lock	...	Pilot Office, 2 The Barbican, Plymouth, Devon PL1 2LR
Poole	...	P. Colville	...	7 Gorse Road, Corfe Mullen, Nr. Wimbourne, Dorset
Port Talbot	...	J. Parry	...	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Portrush	...	T. Doherty	...	16 Crocnamack Square, Portrush, Co. Antrim, N. Ireland
Preston	...	M. Purvis	...	26 Clitheroe Road, St. Annes-on-Sea, Lancashire
Prestatyn	...	A. M. Hatton	...	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd LL19 9PE
Seaham	...	B. Watson	...	29 Maurcen Terrace, Seaham, Co. Durham
Shetland	...	B. J. L. Cheevers	...	3 Burgadale, Brae, Shetland
Shoreham	...	E. Wray	...	Shoreham Pilotege Service, Watch House, Beach Road, Portslade, Brighton, Sussex
Southampton, Isle of	...	P. R. Carling	...	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
Wight and Portsmouth	...	E. F. Williams	...	39 Arles Road, Ely, Cardiff, CF5 5AN
South East Wales	...	P. Lee	...	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Sunderland	...	P. Lee	...	7 Ivy Lane, Teignmouth, Devon
Teignmouth	...	S. C. Hook	...	"Oketinooke", 31 Oldford Crescent, Acklam, Middlesbrough, Cleveland, TS5 7EH
Tees	...	J. H. Wright	...	2 Spinney Walk, Anlaby Park, Hull, HU4 6XG
Trent	...	C. J. Hunt	...	6 Mowbray Road, North Shields, Tyne and Wear
Tyne	...	J. R. Phillips	...	2 Cottiford, Bicknoller, Nr. Taunton, Somerset TA4 4LR
Watchet	...	N. P. Stokes	...	Adderley House, Burrett Road, Walsoken, Wisbech, Cambs.
Weymouth	...	B. E. Caddy	...	68 Loop Road North, Whitehaven, Cumberland
Wisbech	...	D. Locke	...	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6P2
Workington	...	M. Ditchburn	...	18 Silverthorne Drive, Southport, Lancs PR9 9PF
Yarmouth	...	R. Wright	...	
Europilots	...	R. B. Bradbury	...	