



# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association

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July 1983

## GEORGE HOWISON'S PRESENTATION



The Chairman, Dan McMillan, making a retirement presentation on behalf of the Executive to George Howison (see p. 51)

## THIRTY DAYS HATH DEFENDER

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 & General in writing of ALL INCIDENTS, however trivial they may be.

**UNITED KINGDOM PILOTS' ASSOCIATION**  
 20 Peel Street, London, W8 (01-727-1844)

|   |   |
|---|---|
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|   | 1910-1923 Mr Michael Joyce, MP (Limerick) (Licensed Pilot)  |
|   | 1923-1925 The Hon J M Kentworthy, MP (Hull Central)   |
|   | 1925-1942 Lord Apsley, DSO, MC, MP (Bristol Central)  |
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|   | 1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)                                    |
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 1982 and 1983

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| <i>Editor of "The Pilot"</i> .....                 | David Colver   |

## PROCEDURE FOR MAN OVERBOARD

*With Introductory Remarks by  
 the Chairman of the UK Pilots' Technical Committee*

There have been a number of articles on various survival and rescue methods used in the UK and in other European countries, all of which indicate that thorough research into the problem is being undertaken.

The UK Pilots' Technical Committee have considered most of these papers, amongst which is the following paper from Milford Haven. It should, however, be pointed out that the system described in the paper applies to the Milford district only and is not necessarily an overall recommendation for districts with different craft or sea conditions. It might, however, encourage other districts to apply similar practical research and formulate their own proper plan of action.

## PROCEDURE FOR MAN OVERBOARD

*(See also Appendix)*

### A. By Pilot Boat or Launch Involved:

- COXSWAIN:**
- (1) Broadcast 'Man Overboard' on working frequency. Note course of launch.
  - (2) Make urgency signal on Channel 16 in the form —  
 "PAN-PAN, PAN-PAN, PAN-PAN — This is .....  
 (name of launch). I have man overboard, position approximately ....".
  - (3) Manoeuvre craft as directed by Seaman 1 below.
  - (4) Attempt to illuminate casualty by searchlight.
  - (5) Prepare to recover casualty.
  - (6) If in doubt, ensure acknowledgement of 'PAN' message from Signal Station or HM Coastguard.
  - (7) When required, update Signal Station on position of craft, giving radar bearings and distance from suitable lighthouse.

**SEAMAN 1:** Release dan buoy. The seaman on the foredeck will maintain an uninterrupted lookout on the casualty, directing the coxswain accordingly. **Under no circumstances** should he be diverted to other tasks until physical contact has been made with the casualty and the casualty is secured to the launch by means of a line.

**2ND MAN** (1) Throw lifebelt with light and smoke float.

#### IF ABOARD:

- (2) Break out search rockets and flares.
- (3) Release scrambling nets, but do not throw overside.
- (4) Ship and prepare recovery davit.
- (5) Prepare to ship overside ladder as directed by coxswain.
- (6) Prepare for arrival of helicopter by lashing down or removing loose material on deck and removing all flags other than the one on the signal mast.

### Action to be Taken when Casualty has been Recovered by Launch:

- (1) Advise Signal Station immediately, reporting on condition of casualty.
- (2) Proceed to CBJ at best speed.
- (3) Members of crew with First Aid Certificates apply First Aid to casualty as required, keeping casualty warm and using thermal blanket, bearing in mind that it is important to keep casualty horizontal.
- (4) Prepare to receive helicopter. **Casualty should be air lifted to hospital as soon as possible.**

### Action to be Taken if Casualty Lost Sight of:

- (1) Inform Signal Station and Coastguard.
- (2) Return to position of lifebuoy and dan buoy lights and report position to Signal Station.
- (3) Commence search pattern immediately. (See Appendix 16 and Mersar Rescue Manual.)

Other Conservancy Board launches and tugs may be expected to join search at best possible speed and search pattern will be under control of HM Coastguard, with Signal Station maintaining a continuous plot of all craft.

### Action to be Taken when Both Launch and Helicopter are in the Vicinity of Casualty in the Water:

Where both launch and helicopter are in the vicinity it may be easier and quicker to effect recovery by means of the helicopter. However, time of recovery is an important factor and, as the helicopter, if available, may take 10-20 minutes to arrive, the launch should continue to attempt to recover casualty until the helicopter is in sight and contact has been made with it. When the helicopter has agreed to recover the casualty the launch should:-

- (1) Station itself up-wind of casualty, leaving sufficient clearance for helicopter to operate.
- (2) Assist in identifying the position and description of the casualty to the helicopter crew.
- (3) Maintain continuous radio contact with helicopter on Channel 16, as directed by the helicopter, reporting progress to Signal Station and HM Coastguard on suitable frequency.

IN THESE CIRCUMSTANCES THE COMMAND AND CONTROL OF THE PICK-UP OPERATION WILL BE THE RESPONSIBILITY OF THE HELICOPTER PILOT, WHOSE INSTRUCTIONS SHOULD BE IMPLICITLY OBEYED.

The points to remember when working with the helicopter are given in the Appendix.

## B. MHCB Signal Station:

Assuming the casualty has occurred westward of a line joining South Hook to Thorn point, direct control of the recovery operation and search pattern will be the responsibility of HM Coastguard St. Ann's, but the Signal Station, with its superior

radar plotting capability, will be expected — as an absolute priority — to maintain a continuous radar plot of all craft involved in the search pattern.

On receipt of the 'PAN' message the Signal Station will:-

- (1) Acknowledge receipt of the message and plot position of launch, ascertaining course.
- (2) Record time of message and commence separate log of incident.
- (3) Confirm that HM Coastguard has received message and has initiated helicopter call-out.
- (4) Despatch all Conservancy Board launches to scene immediately, regardless of duties which they are performing at the time, and request assistance from tugs and other harbour craft on appropriate VHF frequency.
- (5) Instruct all craft involved to maintain a continuous listening watch on Channel 16 when they reach the search area. (Prior to this time such vessels should keep off Channel 16.)
- (6) Call the Harbourmaster or, if he is not available, the Deputy or Assistant Harbourmaster.
- (7) Estimate tidal set and rate from position in which the casualty has occurred and inform launch accordingly. (Consultation on this matter is likely with HM Coastguard. NB Launch will drift to leewards faster than casualty.)
- (8) It is vital that both HM Coastguard and MHCB should keep one another fully informed throughout and, for this purpose, maximum use should be made of direct line telephone.
- (9) Inform next pilot on turn and warn Withybush Hospital that a casualty may be expected, possibly by helicopter.
- (10) Monitor all communications, particularly those involving the helicopter. (Direct contact with helicopter will be dependent on advice from HM Coastguard.)

It is vitally important that the Signal Station should keep launch involved fully aware of position of helicopter and other launches and their likely ETA at incident.

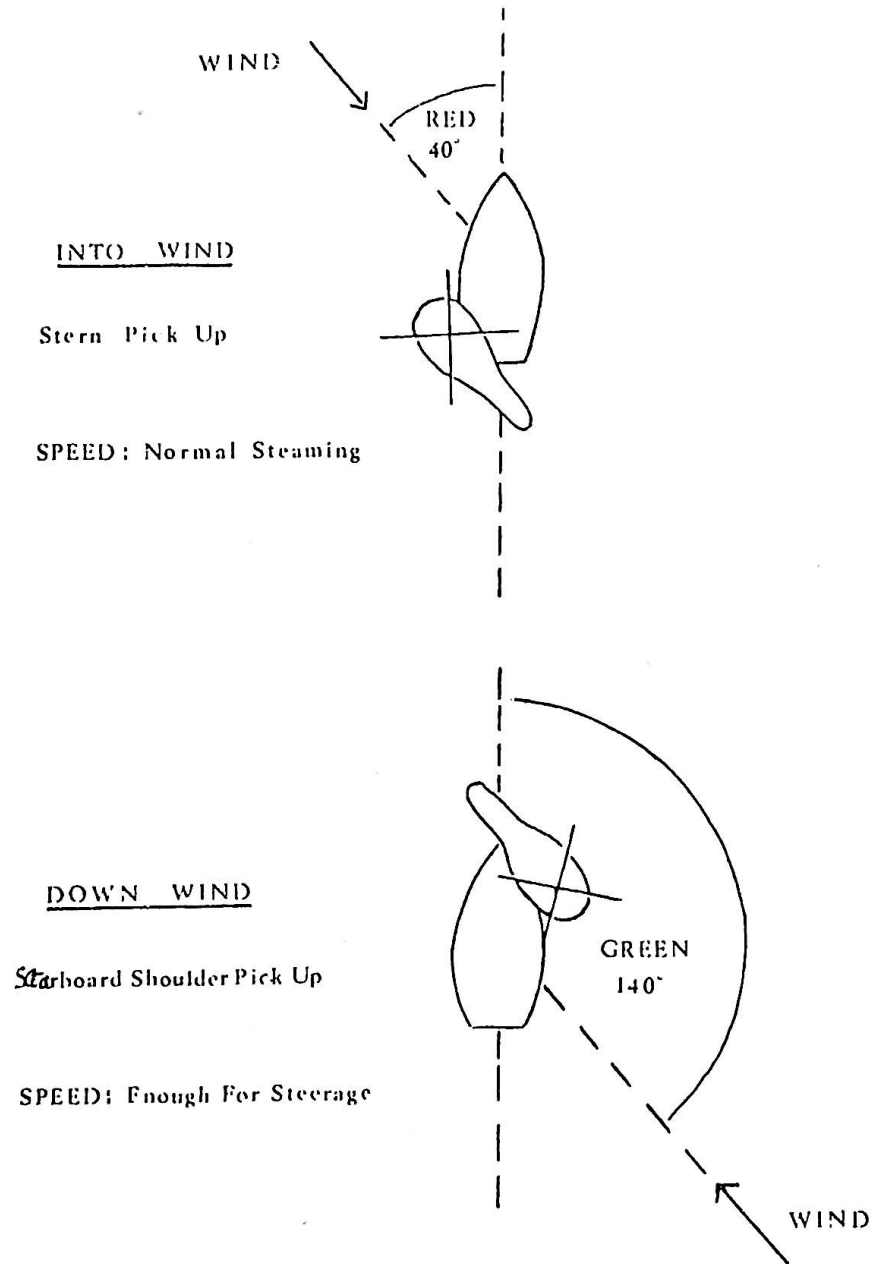
## C. Action to be taken by HM Coastguard:

- (1) Acknowledge receipt of 'PAN' message from launch and establish direct communications with MHCB Signal Station.
- (2) Action Brawdy helicopter and inform launch of estimated ETA as soon as possible.

### APPENDIX

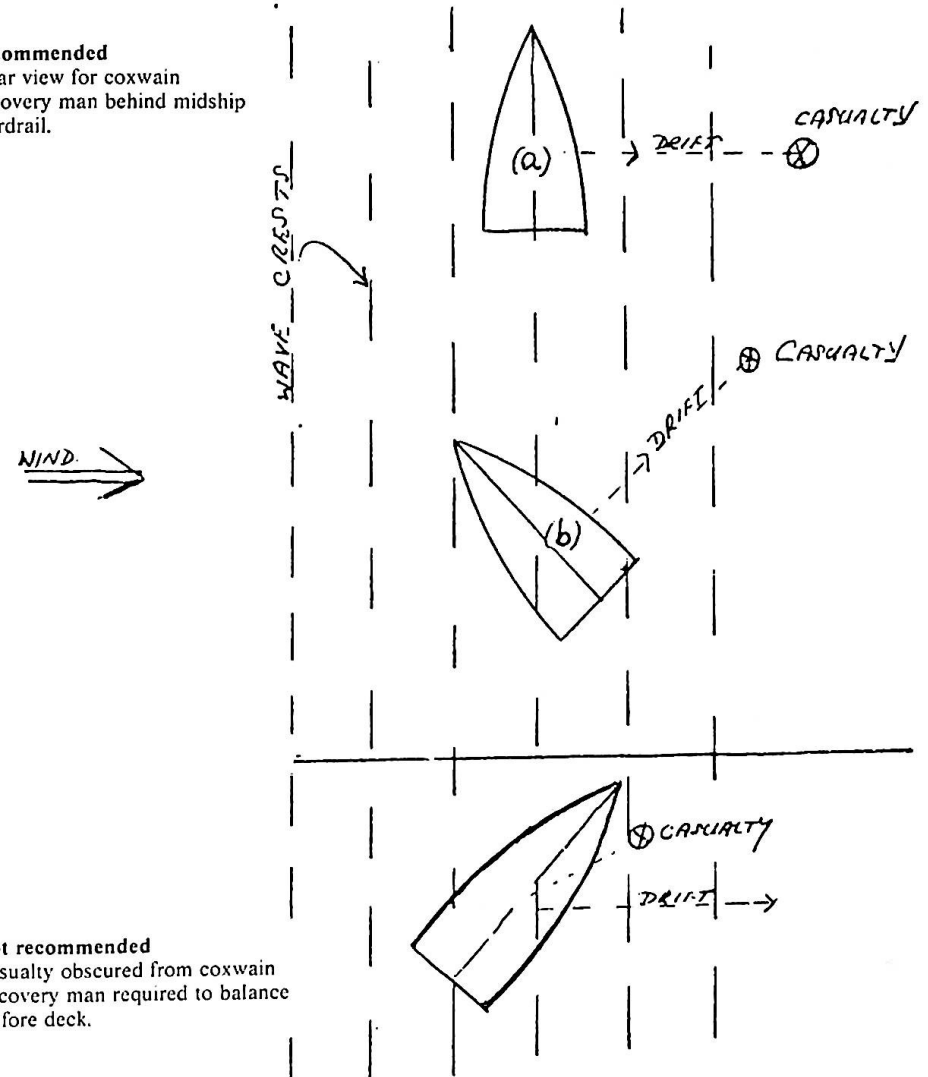
#### POINTS TO REMEMBER WHEN WORKING WITH HELICOPTER

- (1) Launch makes contact with helicopter on Channel 16, using call-sign "RESCUE NINE ZERO".
- (2) Helicopter will give course (magnetic) and speed to steer. In bad weather, where a stern pick-up is employed, the course will normally be one which places the wind at Red 40, but in more favourable weather conditions a starboard bow pick-up is likely, with the wind at Green 140. (See diagram.)



- (3) Close all doors when helicopter in close vicinity, as the noise will interfere with VHF communications.
- (4) VHF communication between launch and helicopter should be excellent and the launch crews should make full use of the facility. Do not transmit on VHF when helicopter is winching.
- (5) Where time allows, all loose gear on deck should be towed or secured.

**Recommended**  
 Clear view for coxwain  
 Recovery man behind midship  
 guardrail.



**Not recommended**  
 Casualty obscured from coxwain  
 Recovery man required to balance  
 on fore deck.



- (6) A signal flag should remain flying on the signal mast, since this aids to indicate wind direction. "GRASSHOLM" should remove flagstaff.
- (7) The helicopter, when airborne, can build up an accumulation of static electricity and therefore the winch wire should always be allowed to touch the sea water or the ship's hull before being handled.
- (8) Launch personnel assisting must wear gloves before touching the winchman or winch cable to guard against static electricity discharge.
- (9) On no account should the lifting wire from the helicopter be secured to any part of the launch.
- (10) At night all lights aboard the launch which can throw a light should always be extinguished. This particularly includes blue flashing lights, but navigation deck and davit lights should be switched on to illuminate the launch.
- (11) It should be remembered that the pilot sits on the starboard side of the helicopter.
- (12) Bolt croppers and leather gloves are provided aboard each pilot launch.

The following signals may be used by launch crews when operating a helicopter:-

DO NOT HOIST — ARMS EXTENDED HORIZONTALLY, FINGERS CLENCHED AND THUMBS DOWN.

HOIST — ARMS RAISED ABOVE HORIZONTAL WITH THUMBS UP.

### RECOMMENDED RECOVERY PROCEDURE

1. Stop launch to **windwards\*** of casualty at a distance equivalent to 1 or 1½ mins drift with wind on the beam giving coxwain a clear view of casualty (diagram (a)).
2. Allow launch to drift towards casualty, rate of drift and heavy rolling may be reduced by holding launch at angle to wind and sea (diagram (b)).

\* With wind on beam, launch will drift to leewards relative to casualty. eg 15 knot wind drift rate approximately 15ft/min.

### RECOMMENDED SEARCH PATTERN

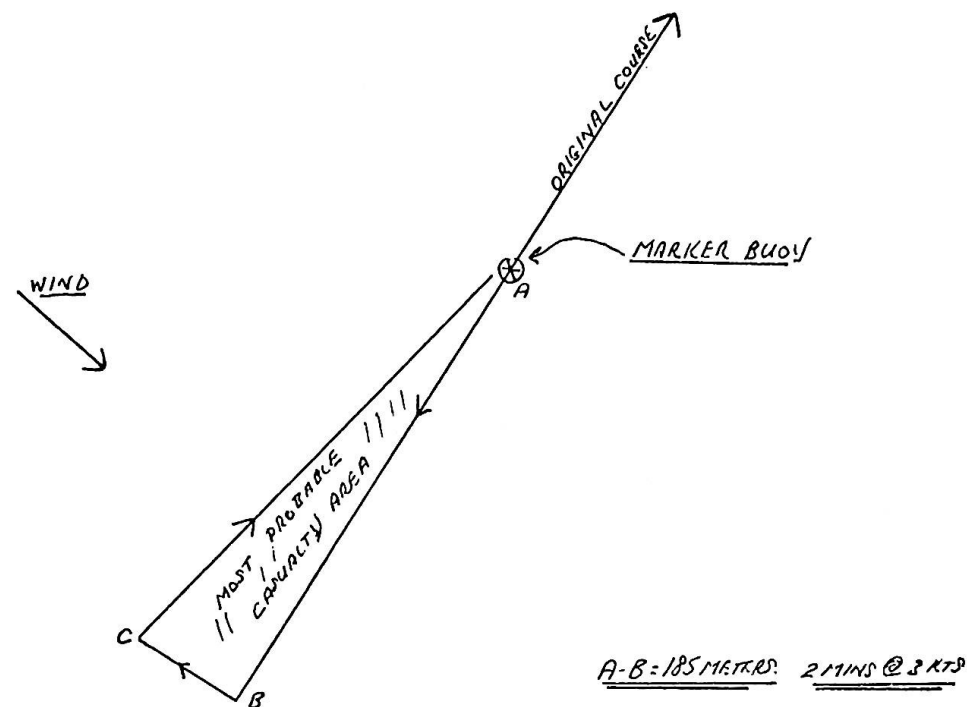
Where visual contact is lost, the two essential requirements for a search are

1. the marker buoy released immediately.
2. the course steered at that time, noted by coxwain.

Initial search pattern agreed with Coastguard.

1. Start off at 3 knots (600-700 revs/min) from the marker buoy on reversed original course, making allowance for effect of wind.
2. After 2 minutes turn back to original course and marker buoy see diagram, but further to windwards.

If not successful repeat the pattern, but extended in direction A-B and B-C at increased speed, unless directed by Coastguard or Signal Station.



## One Hundred Years Ago

Wednesday (June 18th) being the anniversary of the Battle of Waterloo, was not suffered to pass unnoticed by the inhabitants of Swansea and its neighbourhood, and with a view to both calling the attention of the public to an event so truly glorious and gratifying to the feelings of Englishmen, and promoting the welfare of the trade and port of Swansea, the pilots were invited to enter the lists with their boats preparatory to the annual sailing match in the autumn. The Royal George, No. 19 took the lead of all other boats. The Swift came in second, after a sharp and close contest, followed by the Friends. The whole of the boats when under sail formed a spectacle truly beautiful, the effect of which was greatly increased by the Glamorgan Steam Packet passing through the flotilla on her passage to Ilfracombe. After the race, the hardy sons of Neptune proceeded to Marino, the seat of J H Vivian, Esq., where an ample and well-spread board and plentiful supply of good ale awaited them. Upon finishing their dinner, they repaired in a body, with the senior pilot at their head to the lawn in front of the dining-room window, and there gave several loud and hearty cheers for their patron, after which they returned to the look-out house, near the pier, and separated, demonstrating the happy state of their feelings by similar acclamations. In the evening there was a ball at the Public Rooms, which were tastefully ornamented, the floor of the assembly room having been coloured with emblematic devices and

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## VESSEL TRAFFIC SERVICES

*C C WILKIN, UKPA SUB-COMMITTEE ON VESSEL TRAFFIC SERVICES*

As one of the delegates at the 4th International Symposium of Vessel Traffic Services attending on behalf of the United Kingdom Pilots' Association, I was indeed surprised to see the enormous amount of interest being taken in Vessel Traffic Services by people, ranging from admirals to professors, presenting to the meeting some 22 papers outlining every aspect of Vessel Traffic Services.

Captain Ragnar Zweidorff, a Norwegian pilot and a vice-President of EMPA, presented his paper *A PILOT'S POINT OF VIEW ON VESSEL TRAFFIC SERVICES* (published EMPA Journal 1981). Although Captain Zweidorff's paper was well received by the meeting, and supported from the floor by the 22 international pilots attending the conference, it was nevertheless felt that the pilots were overshadowed by the academics and it was subsequently decided by the UKPA Executive to form a small sub-committee to formulate the British pilots' view on VTS and that the British pilots should present their own practical paper outlining the UKPA policy on VTS to the next international symposium which is to take place in Marseilles on the 23rd to 26th April 1984.

A synopsis of the UKPA paper was presented to the International Vessel Traffic Services Committee for consideration, but unfortunately, it was not accepted as the committee had received 74 papers from different countries and only had time to permit 24 to be presented. However, the British paper will be included as a back-up to the European Maritime Pilots' Association paper which is to be given by Captain Robert Hofstee a Dutch pilot from VNL Rotterdam.

The following is the UKPA synopsis and policy:

### PROPOSED (1)

Captain Wepster's excellent paper presented at the 4th International Symposium of Vessel Traffic Services, Bremen 1981, stated many things, but probably the most important was he maintained that ever since Vessel Traffic Services' Symposia started 10 years ago, we have eye-witnessed controversies between interested groups; we have beaten around the bush and handled sensitive groups with kid gloves in order not to offend anybody but does this serve any good purpose? All on board he said, will have to realise and admit that, depending on general circumstances, their freedom of command is shrinking.

The pilots of the United Kingdom recognise that over the past two decades considerable changes have taken place, both in port and in the shipping industry. Advances in ship size to the limits of the port acceptability, vast increases in toxic and pollutant cargoes and, in some areas, traffic congestion, have inevitably brought about changes in the requirements and priorities. At the same time, there is a greater economic pressure to keep traffic moving, often in circumstances that would have been unthinkable or impossible in a previous era. In parallel with this have come improvements in electronic and other aids, both ashore and afloat, and pilots are justifiably proud of the fact that their training and adaptability have enabled them to come to terms successfully with these changes and the consequently increased responsibility. That is not to suggest that problems do not exist, and by the pilots' increased attendance at International Traffic Services symposia they demonstrate that they, too, seek practical and sensible answers. In finding these answers it should be recognised that the objectives of a Vessel Traffic System is the safe and expeditious passage of vessels, and in this primary requirement it is totally identical with the *raison d'être* and credo of pilotage — in a changing scene and a changing industry it is a constant and unchanging trend. It is therefore not unnatural that pilots, who may be at the receiving end of any ill-thought-out or impractical system, will not only be vitally interested but also, in Captain Wepster's words, "sensitive". It is also inevitable that any real changes are seen as not

trophies, and the orchestra windows and walls decorated with colours and ensigns appropriate to the occasion — the vivid brilliancy of the gas-lights, reflected by the mirrors and elegantly cut glass chandeliers, adding greatly to the general and imposing effect.

*From an unidentified newspaper cutting*

only necessary but that they are both sound in concept and feasible in application. The United Kingdom pilots believe that a first priority of any Vessel Traffic System should be that it has the confidence of the user. It should not be seen as a job creation exercise or as empire building but should relate to the real world of ports and ships and be recognised as an advancement of safety and a tool that will materially assist the district pilots in carrying out their duties.

Armed with Captain Wepster's statement, the United Kingdom pilots wish to make it very clear indeed at the 5th International Traffic Services Symposium that they, as presumably the sensitive group, intend to take the gloves off and sound a warning against the apparent enthusiasm of a group of people who seek to establish, under the guise of safety, elaborate Vessel Traffic Services in any nook and cranny where they suspect gullibility exceeds wisdom.

### PROPOSED (2)

To promote the United Kingdom Pilots' role in Vessel Traffic Services as a steadying influence to ensure that the best possible results will be achieved (cost effectiveness and legal status).

The United Kingdom Pilots would feel unable to support the establishment of either a passive or active Vessel Traffic Service operation where the density of shipping and the pattern of trade does not positively illustrate that such an operation is both the most effective and advantageous to the flow of traffic.

Vessel Traffic Services, when established, will undoubtedly operate much more efficiently if pilots become actively involved and accepted in that part of Vessel Traffic Services' operation which is directed towards the actual navigation and movement of vessels within the pilotage area.

Pilots are accused of not supporting Vessel Traffic Services, that they fear their professional status is threatened. This may partly be true in so far as they express concern that in the future they may be forced by ill-considered port regulations to conform to orders of a Vessel Traffic Service operator whose wisdom and experience they suspect. The pilots themselves have had to conform to the discipline of rigorous, long training and are convinced without a shadow of doubt that there is no substitute for practical experience of shiphandling which has been gained over a long period. In other words, a pilot on the bridge of a vessel is trained and understands his responsibility to the ship and to the port in which he serves. He understands his relationship with the master of the vessel and there is no doubt that his specialised knowledge, including the needs and demands for safeguarding efficient intership movements combined with information from the shore and the use of the ship's electronic equipment, will lead to greater safety of navigation with the optimum commercial efficiency; but to expect the master or the pilot to manoeuvre or navigate his vessel on the discretion of a third person's interpretation of an incident which may be taking place several miles ahead of the vessel is not practicable and will, instead of improving safety of navigation, lead to grey areas of responsibility and uncertain legal status.

At the 4th International Symposium of Vessel Traffic Services, held in Bremen, there were over 200 delegates of whom 22 were licensed pilots from various continental countries. All of these pilots agreed that if Vessel Traffic Services is to operate efficiently then the pilots themselves would have to convince their colleagues to become actively and responsibly involved in the operation. To this end the United Kingdom Pilots' Association put forward a paper at their 1981 Conference, following which it was decided that a sub-committee should investigate the subject, and a questionnaire should be sent to all pilotage districts enquiring whether or not pilots wished to become involved in any new Vessel Traffic Services which might be set up. The result of the questionnaire was a unanimous agreement that pilots should become involved and accordingly the UKPA have formulated their policy for the future which is in line with their European pilot colleagues and is —

- (i) OTHER THAN PERMISSION TO MAKE THE INITIAL MOVEMENT, OR IN EXTREME EMERGENCIES, PILOTS ARE STRONGLY IN FAVOUR OF PASSIVE CONTROL WITH THE MAXIMUM AUTHORITY ALWAYS REMAINING ON THE BRIDGE WITH THE PILOTS CO-OPERATING WITH THE VESSEL TRAFFIC SERVICES AS AT PRESENT.

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## EMPA REPORT 1982

The 20th Annual Conference of the European Maritime Pilots Association was held at the Hilton Hotel, Rotterdam on the 13th and 14th May 1982. The hosts were the Netherlands Pilots Association, "Vereniging De Nederlandse Loods."

The United Kingdom Delegation consisted of R Clover, D McMillan and C Wilkin. The Technical Committee was attended by J Tebay and Europilots were represented by M Bradbury, S Coe, I Evans, H Frith, N Owen and N Walker were present as observers. M Hooper was present in the capacity of a vice-President.

The meeting was opened by Princess Magriet of the Netherlands on the morning of the 13th, and there were opening speeches by Mr Valk, Netherlands Director-General of Shipping and Maritime Affairs, and Mr Powrie, Head of Transport Division of the Directorate General of the EEC.

The first part of the Conference was devoted to receiving the Secretary and the Treasurer's reports and proposed alteration of Rules for the Association. The two main points being that there will be no increase in subscription for 1983, and that after the next Conference in Rome, it is proposed that the meeting becomes a biennial event alternating in years with the IMPA Conference.

Each vice-President made his report to the Conference (under EMPA procedures, each sub-committee has a membership of one vice-President). W Asmus (Germany) presented the booklets on the *1981 Earnings and Working Conditions*: these booklets have been reproduced and circulated to members of the Executive and can be obtained from either these officers or Peel Street on request. J Tessier (France) reported on Training, Qualifications and Operational Procedures for Maritime Pilots. A number of Authorities are asking if the generally accepted standard of FG Master's Certificate and/or qualifying sea service is not too high. M Hooper (UK) reported on Deepsea Pilotage and the requirement to establish an EMPA policy on the same. A questionnaire has been circulated to each member country in order to establish common views as a

- (ii) IF THERE IS ANY ATTEMPT TO CHANGE THIS PASSIVE ROLE TO AN ACTIVE ROLE THEN PILOTS MUST CONTROL THE ACTUAL MOVEMENT OF THE SHIP WITH PILOT TO PILOT PARTICIPATION ON VHF. IN OTHER WORDS, PILOTS SHOULD BECOME ACTIVELY INVOLVED IN THE OPERATION 24 HOURS A DAY.
- (iii) THAT ANY UNITED KINGDOM PORT OR HARBOUR CONSIDERING SETTING UP A VESSEL TRAFFIC SERVICE SHOULD INVOLVE PILOTS AT A VERY EARLY STAGE AND CONTINUE TO INVOLVE THEM IN AN ACTIVE AND RESPONSIBLE MANNER.
- (iv) THAT IF A VESSEL TRAFFIC STATION IS BEING SET UP IN ANY DISTRICT. THE PILOTS SHOULD ENSURE THAT SUCH A SYSTEM IS TAILOR-MADE FOR THAT PARTICULAR PORT.
- (v) THAT THERE MUST BE NO UNNECESSARY INTERFERENCE WITH THE NORMAL NAVIGATION OF A VESSEL OR THE ACCEPTED PILOT/MASTER RELATIONSHIP.
- (vi) PILOTS MUST ENSURE THAT THE ACTUAL MOVEMENTS OF THE VESSEL ARE DECIDED ON THE BRIDGE IN ACCORDANCE WITH THEIR LEGAL STATUS.

basis to such a policy. In the meantime EMPA is to recommend Compulsory Pilotage on certain vessels such as large tankers and vessels carrying other toxic materials when navigating in the English Channel, the North Sea and the Baltic.

R Zweidorff (Norway) reported on behalf of the Technical Committee. This covered the 9 Metre Line, Pilot Ladders and Hoists, Marine Navigational Vocabulary, Manoeuvring Characteristics, VTS, Sub-standard Ships and the Use of Automatic Pilot.

During the year *EMPA RECOMMENDATIONS* have been issued on Manoeuvring Characteristics, Automatic Pilot Devices (APD), and Uniform Recruitment of Maritime Pilots (Agreed 1979). The machinery for a "Recommendation" is that, once approved by Conference, copies are forwarded to the National Associations to forward at the Association's discretion to that nation's Government Authorities, Port Authorities and Shipowners' Associations.

On the subject of VTS, the EMPA policy was re-affirmed as had been circulated to the Districts in December 1981. The next VTS Symposium is in Marseilles, 25/26th April 1984. There will be a strong pilotage representation at the Symposium which will coincide with an EMPA Executive meeting. The Dutch Pilots were pleased to be able to report that after considerable pressure they had in the main achieved their objective and established themselves behind the screens in conjunction with the Authority Operator at "Pilot Maas" and in addition were involved in "traffic planning" in the same area.

Each member nation made a report as to their own national situation, and the United Kingdom delegation put forward a paper drawing attention to the proposed Bye-laws in the Isle of Wight District which advocated an unexpectedly liberal attitude to the issue of Pilotage Certificates. A fear was expressed that this attitude would be extended to London and the rest of the UK. Particular emphasis was laid on the fact that these Bye-laws proposed to allow Pilotage Certificates on tankers in excess of 1,600 GRT. The Conference shared the concern of the UK Delegation and confirmed that as an Association, EMPA were opposed to the principle of Pilotage Certificates. A letter was approved to be sent from EMPA to Mr I Sproat, Parliamentary Under Secretary of State for Trade stating such views.

There is only one other scheduled meeting of the Executive other than that preceding the Conference, and that was held at the EMPA Office in Antwerp on 29th/30th September. On the 28th September, the President, Secretary and two vice-Presidents Hooper and Tessier travelled to the EEC Transport Commission in Brussels for a meeting with Mr Powrie and the Commission's Legal Adviser, Mr Coco. The two main points discussed were the role for the pilot in the recently signed "Paris Memorandum", an agreement signed by 14 European nations and aimed at eliminating the sub-standard ship, and the interpretation of EEC Directive 79/116 with particular emphasis on the Derogation Clause. The meeting was enlightening but hardly encouraging. A full report was made to the UKPA Executive.

There was a remarkable lack of information on incidents involving pilots when boarding or disembarking or of vessels with defective pilot ladders. The author of this report requests that any incident or defective ladder is reported either to the UKPA, the EMPA delegates or directly to the author himself. There is obviously a long way to go before the publicity will be even part-effective. EMPA however, represents some 18 Pilotage Organisations in 13 European nations which now includes 9 national Deepsea bodies. The possibility to establish an effective lobby or pressure group must stand out clearly. (The number of Member Nations has been reduced by one, as Spain has written to say they wish to resign as a direct result of the Falklands War).

The next EMPA Conference, and should the proposals be passed by the meeting, then the last for two years, will be held at the Hotel Villa Pamphili, Rome, on the 18th/19th May 1983.

## INSURANCE

Members of the Permanent Health Insurance Scheme will be pleased to be advised that, following an Executive request, our brokers Robinson, Clemmit, Chisem & Marshall have secured agreement from insurers that a pilot who becomes unable to follow his profession due to deterioration of eyesight will be covered under the scheme.

*G A C April 1983*

## Obituary

### CAPTAIN BASIL ASHFORD KING

Captain King first went to sea nearly 50 years ago. Born in 1917, he served his apprenticeship with Athel Line, from 1934 to 1938, on the *Athellaird*. In 1939 he joined PSNC as 4th Officer on the *Oropesa*, on the South America run. He served with this company for ten years, including five years trooping on the *Orduna* throughout the world. He became a pilot with the Suez Canal Company in 1949 and left in 1956 as a result of the crisis.

For the next twelve years he attempted to settle down ashore and was involved in various commercial enterprises, including mushroom farming and running a shop/post office, but retained his connections with the sea by acting as an agent for the Ocean Oil Company and part-time ship keeping in Liverpool. He was, however, never so happy as when at sea and in 1968 he rejoined Athel Line as Chief Officer. During the time he was with them he served on a new *Athellaird*, so in 35 years he had come full circle!

In 1973 he joined the Iranian Arya National Shipping Line and served as Master with them until 1979. He was lucky enough to be one of the last British masters to leave before the revolution in Iran held up so many ships there. He started North Sea pilotage later that year and, with Captain Colin and Peter Vine, piloted for Farrell Lines. Later he joined George Hammond (Shipping) Ltd and piloted for them until he died in December last.

Captain King left a widow and three grown-up children, to whom we send condolences.

### DAVID R BROWN

David Brown was a prominent member of the Manchester Pilot Service and represented the local Pilots' Associations on many occasions. He was a frequent delegate at Union and joint Union/UKPA Conferences and a strong supporter of the unification of pilots into one organisation. He was born in 1936 and died in December 1982, having been appointed First Class Pilot in 1971. He leaves a widow and two sons and will be sadly missed by all who knew him.

His name will live on in Chester where he lived, and where he devoted much time and support to the Ocean Youth Club which helps youngsters to take part in adventure sailing holidays. In March this year the OYC held a dance in Chester City Hall which raised £420 towards their £1,000 Appeal. This will establish the Dave Brown Memorial Berth each year aboard the Club's sailing ship *Francis Drake*. The first deserving youngster, who would not otherwise have a chance of sailing aboard *Francis Drake*, will probably be given the inaugural berth later this year.

## Coastlines

### Pilot Problems

The fine drizzle falling from an overcast sky descended upon the lonely figure of a Manchester Pilot. He was a tall, well-built man, protected from the elements by dark waterproofs.

He was pleased to be alone. Away from staring spectators, and free from the scrutiny of the Captain. He glanced at his horizon. All clear. "Better get cracking" he mumbled to himself. "Slow back". A slight tightening of his arm muscles were the only indication of the apprehension he felt, as this command was put into effect. Now was the testing time. The moment of truth when his brain, analysing with the coolness of a computer decreed, "Stop — change direction". He increased to "Half Speed" and the almost imperceptible transference of weight from one foot to the other, was the only clue to his tension.

With unwavering eyes and every nerve and muscle taut, but completely under control, he increased to maximum power. At this speed every action was now a reflex. He well knew that any deviation of course would be disastrous. His face revealed his concentration as this pent-up, controlled power was transmitted to his hands.

The atmosphere was shattered by a sharp crack — as he expertly swept the golf ball from the tee!

*(This item was first published in the Port of Manchester Magazine)*

*I C Mackinnon,  
Manchester Pilot*

### Retirements and Long Service Presentations — Gravesend

On Tuesday, 6th April 1983 an historic occasion occurred at the National Sea Training School, Gravesend, when the Gravesend Channel Pilots (now known as the London Sea Pilots West) and the River Thames Pilots held their first joint retirement and presentation party for four long serving pilots retiring and two long service committee members who had given up their respective offices.

Captain Peter Levack, as the senior Channel Pilot, a former member of the UKPA Executive, made the presentations to Captain Les Baker and Captain Claude Fenny, and Captain Charles Anderson, the senior River Thames Pilot present, made the presentation to Captain Tom Yirrell. Captain John Lodge was unable to attend for his presentation owing to a family illness.

A record of the pilots' service is as follows:-

Captain G L Baker 24th October 1950 to 30th June 1981  
 Captain C E V Fenny 3rd June 1952 to 19th April 1982  
 Captain J E Lodge 1st March 1948 to 6th August 1981  
 Captain T A Yirrell 4th December 1951 to 6th August 1981

Les Baker a former resident of Gravesend, now living in Darlington, received a fishing rod and in the anecdotes given, reference was made to the first occasion that Les and Peter Levack met during the Abyssinian War when Les was not sure which side Peter was on!

Claude Fenny was presented with a matching clock and barometer and it was mentioned that he had always been considered the smartest and best dressed Channel Pilot and was now the best dressed retired pilot.

Tom Yirrell received a decanter in appreciation of his years of service and it was regretted that John Lodge, who was for many years Selected Pilot for T & J Harrison's, was unable to attend.





Photograph by courtesy of Reporter Newspapers, Gravesend

From left: Walter Holman, Les Baker, Claude Fenny, Peter Levack (who made the presentations), Dan McMillan and Tom Yirrell.

The presentation to Dan McMillan was to mark his retirement on the 10th December 1982 from the position of Representative on the London Pilotage Committee, a place he had occupied since December 1964. He was thanked for his service in helping individual pilots and also for his efforts to improve conditions. Dan is better known as the Chairman of the UKPA and member of the Executive since 1970. In the light of the workload on re-organisation nationally he had needed to withdraw from the internal problems of London in order to devote more time to the National side, where the major problems affecting every single pilot and every station will be decided. He was presented with an original painting by the local Gravesend artist Tony Blackman.

Walter Holman who had been Treasurer of the River Pilots' Committee since 1958 was also presented with an original painting by Tony Blackman. His careful husbandry of the finances was greatly appreciated by all the River Pilots.

The function was attended by about 150 pilots, retired pilots and their wives and was made possible by the courtesy of Captain Adlam and the National Sea Training School staff. At the end of the presentation everyone expressed their appreciation and bouquets were presented.

### “We Now See Our Way Clear to . . .”

In the '60s a Norwegian firm which had innovated a new service to Norway from Manchester, decided to build a couple of new vessels. The first had a short, bipod, mast well forward with a low, deep, angle bar which obstructed the view of the pilots and helmsmen.

The Manchester Pilots' Association wrote to the Company suggesting that any new vessel should be modified to eliminate the 'cross bar'. Back came the reply:

Dear Sirs,

We have had intercourse with your secretaries and are very grateful, etc. etc.

!!!

From Harry Hignett Port of Manchester.

### Retired Tyne Pilot's Dinner

One of the more pleasant functions of the recently-formed Tyne Pilots' Association was a dinner for retired pilots, held on 25th January at the Merchant Navy Hotel, South Shields.

This event was the first of its kind and was thoroughly enjoyed by all who attended. It is hoped to repeat these get-togethers on a regular basis as, until now, the occasions have brought retired and serving pilots together have not been happy ones, *i.e.* the funerals of ex-colleagues.

J R Phillips

### Victor Stedman's Party

Victor, who in fact retired on 6th December of last year, had to wait until May of this year for his retirement party and presentation. He had attended a number of UKPA Conferences over the years and took a particular interest in pensions, serving for a considerable time on the PNCP.

A party was held at the Pilot Station, Southampton, on Friday, 20th May, attended by both serving and retired members of the Service. Victor was presented with a ship model and, in addition, the pilots contributed to the cost of restoring a pair of watercolours of Venetian scenes which he already had in his possession.



Born in 1917, he went to sea from Larne in 1934 and served an apprenticeship with British Tankers for four years, following which there were two years with Elder Dempster Tankers and ten with Currie Line. He achieved his Foreign-Going Certificates as Second and First Mates, culminating in Master's in 1944, and was subsequently Master of *Lowland* and *Spruceland*.

In pilotage, he was licensed as IOW Pilot (Inward) in 1950, transferring to Outward Service in 1959, and was Choice Pilot for the Greek Line from 1965-67 and for Esso from 1969-77. He served also as pensions representative on various committees from 1960-80.

His own comments, in retrospect, were that he undoubtedly enjoyed piloting and he enjoyed pilots' committee work too. He said that, before he became a pilot he had led a very unsettled life — ten homes in seven towns, four schools and then served in 37 ships in 16 years at sea: he was never quite sure whether he was the chap Shipmasters wanted shot of or the amiable chap Marine Superintendents could transfer to fill gaps without hearing grumbles!

Now, he tells us, he is enjoying retirement and family life with Pam, his wife and, nearby, four grandchildren. He is full of plans for hobbies, though only a few of these have materialised so far — perhaps some never will. His colleagues wish him many years in which the days all seem too short. S W

## Internationales Lotsen-Fussball-Turnier



Early on the morning of Monday 9th May, five cars set off from Teeside heading for Bremerhaven and the 1983 International Pilots' Football Tournament. Our party, reduced this year to a Trainer/Coach, ten players and seven wives, was the smallest since we first participated back in 1976. Any young inside-left want to transfer to the Tees?!

Much as it went against the grain to travel with a non-taker we joined the DFDS "Prinz Hamlet" in Harwich for the voyage to Hamburg. A most enjoyable and comfortable trip it proved to be, with the group having a team talk in the ship's bar until late into the night. The keener footballers were reported to have continued the tactical discussions in the disco until long after the Second Mate's bed-time!

Our arrival after lunch at the "Nordsee Hotel-Naber", close to the Bremerhaven Pilot Station, was the start of the usual hectic two day schedule. A visit to the famous Maritime Museum was followed by the showing of films taken of the Rouen and Tees tournaments. Slow motion opportunities to detect the fellows responsible for well remembered bruises! Then, a stroll in the sunshine to the Weser Hall where we were guests at a champagne reception hosted by the Lord Mayor of Bremerhaven and where the draw was made for the following day's hostilities. Back to the hotel for a 'duty-free'-assisted team talk, out to dinner, and then an informal get-together aboard the sailing barque "Seute Deern" and an opportunity to renew old friendships. The Trainer's attempts to have the team early to bed failed abysmally.

Wednesday 11th opened dark and wet. Standing in a pair of shorts at 9 o'clock in the morning, with rain falling on a bad head, is a test of anybody's enthusiasm! This is the moment when laughter is somewhat subdued and tension obvious. Although the football is played in a very good spirit it is nonetheless competitive with everyone determined to do their best in front of their wives and supporters. This year the first ever appearance of a red card testifies to that! With Bernd Metzget, an Elbe Pilot, in goal for us we started off well.

The sun came out to celebrate our 1-0 wins against Ijmuiden/Amsterdam and Brunsbuttel/Elbe. Unfortunately our centre forward was injured in the second match and, without any substitutes, we were virtually down to ten men when we were beaten 3-1 by Rotterdam Waterway and 1-0 by Antwerp. These results put us into sixth place out of the ten. The final was an all Rotterdam event with the Harbour Pilots eventually beating the Waterway Pilots on penalties following a 0-0 match.

An enjoyable feature of the Tournament in recent years has been the EMPA match played before the final. Two teams of mixed nationalities are recruited, including many players too old to make their own first team, so that many have the opportunity to play with, instead of against their European colleagues — still only slightly less competitive than the main matches!

After the football, barely time for a couple of medicinal tots and a soak in the bath before it was best bib and tucker and off at 6 o'clock to the evening's festivities. The Columbusbahnhof provided a beautiful setting for another champagne reception, the prize giving ceremony and the Tournament Ball. Dinner, dancing, cabarets and the occasional drink ensured a most enjoyable night for all: a real test of stamina for the footballers to stay the course to the 4am last waltz!

It was a stiff and somewhat slower moving group of pilots who boarded the 'Prinz Hamlet' again on Thursday afternoon. Most of the return voyage seemed to be spent in the Trainer's cabin having yet another team talk. It was a measure of the team's dedication or the Trainer's bonded store that there were no complaints! A 7pm return to Teeside on Friday completed a whirlwind five days which left us all somewhat jet-lagged but agreeing that once again a damned good time had been had by all. Our thanks to this year's organisers, the Lotsenbruderschaft Weser II — Jade — Bremerhaven — Wilhelmshaven.

*G Salter (Left Back)*

*FOOTNOTE:-* If any other Pilot Service or consortium can muster a football team we can always try to arrange a fixture for next season. Get in touch — anything the golfers can do . . .

## George Howison Retires

The Executive acknowledged a special debt of gratitude to George Howison on his retirement at the 1982 Conference in London (*picture p33*) with a presentation made by the Chairman, Dan McMillan of a cut-glass decanter and glasses.

George had served on the Executive Committee from 1974 until 1981 and was appointed a member of the Government's Advisory Committee on Pilotage (ACOP) in 1973 until publication of the Report in 1979. It was this report which formed the basis for the 1979 Merchant Shipping Act. It was 1951 when he was appointed a Clyde Pilot and he retired from the pilotage service in June 1982.

His sea career began in 1932 with an indentured apprenticeship to Anchor Donaldson Line of Glasgow. He served with them in all capacities from 4th Officer to Master, gaining his Master's Certificate (FG) in 1942.

The war years saw him in North Atlantic convoys and in the Eastern Mediterranean, latterly as Master at the end of the war. From 1947 to 1951 he served with the Canadian Company as Master and Assistant Nautical Adviser, including one year as Master of crude oil tankers trading Aruba and Lake Maracaibo.

Then followed thirty-two years experience of dock, river, estuary and coastal pilotage, including VLCCs of 325,000 tons fully loaded to 79ft draft as well as lightening operations in the Firth of Clyde. He frequently acted as Master for various shipyards when putting their new ships through trials.

The presentation was a very happy occasion amongst so many fellow pilots as well as the members of the Executive, all of whom joined in wishing him a long and happy retirement.



## Local Secretaries

|  |                       |  |
|--|-----------------------|--|
| <b>Aberdeen</b> .....  | A F L Esson .....     | Aberdeen Harbour Pilots, North Pier, Aberdeen,<br>Scotland                       |
| <b>Barrow-in-Furness</b> .....                               | W A Hawkes .....      | 124 Darbshire Road, Fleetwood, Lancs.  |
| <b>Belfast</b> .....   | N C E McKinney .....  | 8 Alt-Min Avenue, Belfast 8, N. Ireland  |
| <b>Blyth</b> .....   | M K Purvis .....      | 4 St. Ronan's Drive, Seaton Sluice, Whitley Bay,<br>Tyne & Wear                  |
| <b>Brixham</b> .....   | R J Curtis .....      | 86 Sommer Court Way, Brixham, Devon  |
| <b>Clyde</b> .....   | A Hepburn .....       | 5 Hawthorn Place, Trumpethill, Gourcock, Scotland                                |
| <b>Coleraine</b> .....                                       | W Dalzell .....       | Harbour Office, Coleraine, Co. Derry, N Ireland                                  |
| <b>Dundee</b> .....  | G Dobbie .....        | 16 Buddon Drive, Monifeth, Dundee, Tayside                                       |
| <b>Exeter</b> .....  | B L Rowsell .....     | 17 Camperdown Terrace, Exmouth, Devon  |
| <b>Falmouth</b> .....  | Mrs V W Telling ..... | 14 Arwenack Street, Falmouth, Cornwall   |
| <b>Fleetwood</b> .....                                       | R D Pratt .....       | 16 Thirlmere Avenue, Fleetwood, Lancs.   |
| <b>Fowey</b> .....   | M H Randolph .....    | Moorlands Farm, Treesmill, Twardreath, Par, Cornwall                             |
| <b>Gloucester</b> .....                                      | B H Richards .....    | Southerly, 60 Coombe Avenue, Portishead, Nr Bristol<br>BS20 9JS                  |
| <b>Goole</b> .....   | R Shaw .....          | 34 Sancton Close, Cottingham, North Humberside                                   |
| <b>Grangemouth</b> .....                                     | K P Bowers .....      | 4 Broomknowe Drive, Kincardine-on-Forth, By Alloa,<br>Clackmannanshire           |
| <b>Hartlepool</b> .....                                      | B G Spaldin .....     | 24 Kesteven Road, Fens Estate, West Hartlepool                                   |
| <b>Harwich</b> .....   | R McLaren .....       | Stour Lodge, Rectory Road, Wrabness, Manningtree,<br>Essex, CO11 2TR             |
| <b>Hull</b> .....  | P Church .....        | 58 Westminster Drive, Grimspy, South Humberside                                  |
| <b>Inverness</b> .....                                       | H Patience .....      | "Altmore", 2 Glenburn Drive, Inverness, IV2 2ND                                  |
| <b>Ipswich</b> .....   | D A Ingham .....      | Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk,<br>IP3 0DP                 |
| <b>Lancaster</b> .....                                       | H Gardner .....       | Greystones, 128 Morecambe Road, Lancaster<br>(0524) 63770                        |
| <b>Leith</b> .....   | R Hay .....           | 39 Christiemiiler Avenue, Craigminty, Edinburgh                                  |
| <b>Liverpool</b> .....                                       | V Welsch .....        | c/o Simpson, North & Harley, 1 Water Street, Liverpool<br>(051) 236 3397         |
| <b>London:</b>   |                       |  |
| Sea Pilots South .....                                       | M Battrick .....      | 7 Broadfield Road, Folkestone, 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 Street, Gravesend, Kent                             |
| Medway .....   | T G Hannaford .....   | 175 Wards Hill Road, Minster, Sheppey, Kent                                      |
| Sea Pilots North<br>(Harwich) .....                          | A Adams .....         | Wake House, Mill Lane, Bradfield, Manningtree,<br>Essex                          |
| <b>Londonderry</b> .....                                     | C J McCann .....      | Shrove, Greencastle, Co. Donegal, Ireland  |
| <b>Lowestoft</b> .....                                       | W Craig .....         | 57 Royal Avenue, Lowestoft, Suffolk  |
| <b>Manchester</b> .....                                      | Mr Wetherall .....    | c/o Simpson, North & Harley, 1 Water Street, Liverpool<br>(051) 236 3397         |
| <b>Milford Haven</b> .....                                   | J M Leney .....       | 1 Grassholm Close, Milford Haven, Dyfed, SA73 2RM.                               |
| <b>Montrose</b> .....  | J R Leslie .....      | 5 Morven Avenue, Montrose, Angus, Scotland                                       |
| <b>Orkney</b> .....  | W Cowie .....         | The Borders, Bigmold Park Road, Kirkwall, Orkney<br>KW15 1PT                     |
| <b>Peterhead</b> .....                                       | D J MacKinnon .....   | 1 Acacia Grove, Peterhead, Aberdeenshire   |
| <b>Plymouth</b> .....  | F T Lock .....        | Pilot Office, 2 The Barbican, Plymouth, Devon, PL1 2LR                           |
| <b>Poole</b> .....   | P Colville .....      | 7 Gorse Road, Corfe Mullen, Nr Wimbourne, Dorset                                 |
| <b>Port Talbot</b> .....                                     | J Parry .....         | 6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.                                     |
| <b>Preston</b> .....   | M Purvis .....        | 26 Cltheroe Road, St Annes-on-Sea, Lancashire                                    |
| <b>Prestatyn</b> .....                                       | A M Hatton .....      | The Orchard, 8 Stoneby Drive, Prestatyn, Clywd,<br>LL19 9PE                      |
| <b>Seaham</b> .....  | B Watson .....        | 29 Maureen Terrace, Seaham, County Durham  |
| <b>Shetland</b> .....  | B J L Cheevers .....  | 3 Burgadale Brae, Shetland   |
| <b>Shoreham</b> .....  | E Wray .....          | 14 Kings Court, Brighton Road, Lancing, West Sussex                              |
| <b>Southampton, Isle of<br/>Wight &amp; Portsmouth</b> ..... | P R Carling .....     | Pilot Office, Berth 37, Eastern Docks, Southampton<br>SO1 1AG                    |
| <b>South East Wales</b> .....                                | E F Williams .....    | 39 Arles Road, Ely, Cardiff, CF5 5AN   |
| <b>Sunderland</b> .....                                      | P Lee .....           | c/o Sunderland Pilot Office, Old North Pier, Roker,<br>Sunderland, County Durham |
| <b>Teignmouth</b> .....                                      | S C Hook .....        | 7 Ivy Lane, Teignmouth, Devon  |
| <b>Tees</b> .....  | J H Wright .....      | "Okefinokee", 31 Oldford Crescent, Acklam,<br>Middlesborough, Cleveland, TS5 7EH |
| <b>Trent</b> .....   | C J Hunt .....        | 2 Spinney Walk, Anlaby Park, Hull HU4 6XG  |
| <b>Tyne</b> .....  | J R Phillips .....    | 6 Mowbray Road, North Shields, Tyne & Wear                                       |
| <b>Weymouth</b> .....  | B E Caddy .....       | 15 Hope Street, Weymouth, Dorset DT4 8TU   |
| <b>Wisbech</b> .....   | D Locke .....         | Adderley House, Burreit Road, Walsoken, Wisbech,<br>Cambs.                       |
| <b>Workington</b> .....                                      | M. Ditchburn .....    | 68 Loop Road, North Whitehaven, Cumberland                                       |
| <b>Yarmouth</b> .....  | R. Wright .....       | Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk<br>NR31 6P2             |
| <b>Europilots</b> .....                                      | R B Bradbury .....    | 18 Silverthorne Drive, Southport, Lancashire, PR9 9PF                            |