



# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association

No. 206 (Vol. 53 No.3)

January-April 1984

## NINETY SIXTH CONFERENCE

London, November 1983

Neil Walker elected Chairman

## CENTENARY SOUVENIR COVER

# U.K.P.A.

## CENTENARY

### 1884 - 1984

## PILL

## BRISTOL



# 11th. JUNE 1984

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

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<i>Auditors</i> .....	Guy Mayers, Chartered Accountant
<i>Editor of "The Pilot"</i> .....	David Colver

**THE OPENING OF THE PRE-CENTENARY CONFERENCE  
OF THE UKPA BY THE PRESIDENT  
LORD STRATHCONA AND MOUNT ROYAL**

I think, first the bad news, and Dr Rebbeck in commenting on the Pilotage Commission Report as most of you will remember really summed up the whole situation. I can confirm that at this time, some four years after the Merchant Shipping Act 1979 obtained the Royal Assent, the Commission shares the frustrations felt by shipowners, pilots, pilotage authorities, and port undertakings that little, if any, progress has been made in reforming pilotage so as to produce a more efficient and economic service in the interests of safety of navigation within the ports of the country.

Now, I am sure that pilots recognise they cannot be totally insulated from the effects of world recession: I am also sure that there are anomalies in your pilotage arrangements, which all of you would recognise have got to be ironed out. Nevertheless, it does seem to me, as somebody outside your industry, that the pilots have been getting a raw deal. They showed their responsibility by accepting changes in their conditions of service which, they fully recognised, were likely to be detrimental to their long term interests, but they believed that it would be right that they should accept those changes, and it seems to me that so far they have extremely little in return. Now if you remember, in the 1981 Conference Ian Sproat spoke to your Conference and there appeared to be hope that at least he understood what he was talking about. Well, to say that he proved to be a disappointment would probably be an understatement, but we haven't got him any more. I think he was the third Minister we have had to deal with and today you are going to meet your fourth. I have known David Mitchell for some time and I do know from experience with him that he has specialized in understanding the small business area. Well, I suppose that most of you, if you were pushed, would consider yourself to be small businessmen; so I hope that he will show a degree of understanding. However, in the last few days we have seen the stony hearted side of a Chancellor from whom, frankly, I expected very little else and I think we would be unwise to assume that David Mitchell is likely to get a great deal of help from him. Nevertheless, I do believe that the frustration which is spread throughout all those who are associated with this industry must be coming through to the Government and one would hope that they would be prepared to give a certain amount of help one way or another.

Well, we wouldn't want to get off on too gloomy a note for today. 1984 is the 100th year of the UKPA and I am aware that your Secretary and others have been working, and I mention it slightly to my surprise, in collaboration with the Government. They have been working on what might be done to mark that Centenary and one would hope that by the time the Centenary comes around we will have something to celebrate. Just in case, I am today wearing the tie of the Lifeboat Museum in Bristol because I like to keep all my options open but I do hope, and I do believe, that by the time we all foregather again on the 100th anniversary, if the ethics of your Executive have anything to do with it, you might indeed have something to celebrate and all I can do is to wish you well until that happy moment arrives.

**A SHORT ADDRESS BY THE UNDER-SECRETARY OF STATE,  
DEPARTMENT OF TRANSPORT, MR DAVID B MITCHELL MP**

May I say first of all, thank you very much for having invited me to join with you. I've arrived at the Department of Transport having been previously in Northern Ireland. When I arrived I was met by one of my senior officials who said "If you think Minister you have been tackling intractable problems which have not been resolved in Northern Ireland, I can tell you that is only an introduction to the difficulties which you will appreciate when you come to look at the problems of pilotage." Chairman, may I say that I have no previous knowledge and experience about the problems of pilotage and I am learning my way around.

I find that it is much better to actually go and see for myself rather than sit in the ivory tower in Westminster reading the papers, however learned they may be. So, I have been out and I have visited Harwich and seen

what happens there: I have visited Great Yarmouth and I have seen what happens there. I was very impressed by the difference of the two, which brings to me very clearly that you cannot have blanket solutions for something as diverse as is pilotage. I would like to take the opportunity of saying 'thank you' to the pilots I have met on both occasions and for the time and trouble they took to explain to me the work they do and the problems they encounter. These are exacerbated by world recession, exacerbated by fewer and larger ships and indeed made particularly difficult by the tremendous change in the pattern of our trade from West coast ports to a reliance on the Common Market and the East coast ports, and all the implications which follow from there. I believe that these things need to be dealt with both sensitively and with understanding and I am making it my job to try and learn my way around. My initial reaction is that before we can go further we ought first of all try and make progress on a form of compensation for surplus pilots and that is principally a matter for agreement between pilots and the General Council for British Shipping, the ship operators generally, and that the role of Government is that of 'honest broker', seeking to do what it can to help toward securing agreement between those two parties.

## YVONNE BLAKE MEMORIAL FUND

Extract from Minutes of the meeting of the COMMITTEE OF MANAGEMENT of the SEAMEN'S HOSPITAL SOCIETY, held on Wednesday, 19th January, 1983 at Trinity House, Tower Hill, EC3.

*Before the formal business of the meeting, Captain Hart introduced Mr D W Davis of the United Kingdom Pilots' Association, who was present to hand over a cheque for £2,399.96 raised by national collection from members of his Association in memory of their late secretary, Miss Yvonne Blake. On behalf of the Society, Captain Hart received this generous donation and it was AGREED that a Trust Fund would be established as follows:-*

### THE YVONNE BLAKE MEMORIAL FUND, 1982

This fund was created from sums donated by the members of the United Kingdom Pilots Association in memory of their secretary, Miss Yvonne Blake, who died on 24th December 1981.

The total sum received of £2,400, to be invested in 5½% Treasury Stock 2008/12, the income from which is to be used for the general welfare of pilots and seafarers.

Trustees: "Seaman's Hospital Society".

*A record of this would appear annually in the Report of the Society. The Chairman and Members expressed their deep appreciation to Mr Davis, which they asked should be conveyed to the many subscribers to the Fund. Mr Davis then left the meeting.*

## THIRTY DAYS

**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.**

## REPORT OF THE GENERAL SECRETARY AND LEGAL ADVISER

### The Three Central Problems in Pilotage

On the 20th October, 1983 a delegation from the Joint Executive met the new Minister, Mr David B Mitchell, to discuss three central and difficult problems in pilotage. **The first problem** concerned compensation which was generally accepted as being the central issue; and this has recently been confirmed by the Minister in a letter dated 31st October, 1983 to our President, Lord Strathcona when he remarked "I share your hope that the present difficulties can be resolved in the course of the next few months. Clearly, compensation is the central issue and if agreement can be reached on that I believe the other problems may be a good deal more tractable."

A great deal of time has already been devoted to Samuel Montagu's interim draft proposals on compensation for early voluntary retirement. Further discussions are due to take place towards the end of the month and, provided there is a general agreement, the scheme could be launched early in 1984.

**The second central and difficult problem**, which has been repeatedly highlighted by successive Ministers, including Mr Mitchell, is that all the Ministers concerned have tended to the view that, because of the size of the London District and the volume and variety of its shipping, they would prefer to reach conclusions on the Pilotage Commission's recommendations for the London District before dealing with any other districts. One of the Commission's recommendations for London embodies a proposal that pilotage certificates should be issued without examination; a recommendation which is considered by the Department's legal advisers and their Counsel to be *ultra vires* the Pilotage Act, 1983. It has been made clear, both in letters by the Ministers concerned to various members of Parliament and in the House of Commons by Mr Mitchell, that alternative proposals have to be devised if the recommendations for London are to be taken forward. Mr Mitchell has advised the UKPA delegation that he is looking into the problem, always bearing in mind that the central issue is compensation.

The UKPA delegation, whilst stressing to the Minister the vital importance of accepting the Commission's recommendation of 50 metres as the only way of ensuring by means of pilotage the safety of navigation, both to shipping and the environment, have suggested that formal discussions under the Chairmanship of the Minister himself should take place with the various interested parties to solve this problem and that the pilots would be more than willing to co-operate to find an acceptable solution.

**The third central problem** which has been noted as a possible long term solution to pilotage was a widespread reappraisal of the pilotage service. Although this issue does not call for immediate action, it is nevertheless sufficiently vital to merit the interest of all pilots and consequently there should be discussions both at local as well as at national level. In my report last year, I posed the question for the need to produce a national plan and who should formulate such a plan, the Pilotage Commission or the Pilots' Organisation? The Pilotage Commission seem to have taken the lead by raising this problem with the previous Minister but in view of the central problems referred to above, no further action was taken.

### Local Pilotage Problems

1983 continued to be overshadowed by the endless objections made by the GCBS to lists of charges and proper number of pilots.

A glance at the Pilotage Commission Annual Report which is enclosed with the Conference Agenda, reveals the time and effort that has been devoted by all concerned, including the UKPA, in the preparation for and attendance at enquiries before the Pilotage Commission.

The Commissioners themselves have been under severe strain in dealing with the ever-increasing number

of objections. Whilst extending our appreciation to all of them, in particular to the three Pilot Commissioners, the local pilotage problems have remained unresolved in respect of the proper number of pilots and in some cases with severe consequences to the earnings of pilots. This state of affairs calls for some closer co-operation between the parties to the National Agreement. A start has been made during the year by the UKPA inviting the GCBS to agree to holding two meetings a year to discuss and consider matters of mutual interest. The outcome of these few meetings have so far shown no real progress but time will tell whether or not there is a real desire on the part of the shipowners to seek close co-operation and, not least, closer understanding of each other's problems.

#### General Problems Relating to Pilots and Pilotage

It would be unproductive in this report to repeat the numerous matters dealt with by the Association throughout 1983 when most, if not all of them, have already been duly reported in Circulars. It suffices to say that, in addition to devoting much time and effort to the many problems affecting members individually and collectively in many districts, the scope of the problems relating to pilotage have widened to the extent that the number of meetings have greatly increased during the year. This trend of work not only highlights the importance attached to pilotage but also reminds us of the great debt of gratitude the Association owes to the Chairman of the Joint Executive, the Junior vice-President and members of the Joint Executive in their different roles as Pilot Commissioners, Treasurer, Chairmen of sub-Committees, Representative on outside bodies and, not least, the UKPA Secretaries.

Whilst it is my intention to up-date delegates on the matters referred to in my 1982 report at this year's Conference, I also propose to touch upon certain legal issues of direct consequence to pilots and pilotage generally.

### LEVY FOR JUDICIAL REVIEW

On the recommendation of the Joint Executive, the Conference authorised a levy to raise the necessary money for a Judicial Review on the following grounds.

- (a) That the Secretary of State for Transport in reversing the Pilotage Commission's decision, on an appeal by the General Council of British Shipping in respect of a list of Charges, has undermined the recognised procedures and formulae for calculating alterations in pilotage charges,
- (b) That the effect of the Secretary of State's decision is that pilots in any district would be unable to predict their annual incomes or to know when their rates of pay were likely to be abruptly and substantially reduced,
- (c) That the Secretary of State exceeded his powers and acted without regard to the rules of natural justice.

### Proposed Alteration to UKPA Rule 21 (as amended at the 95th Conference)

*THAT Rule 21, page 10, second paragraph down should be amended to read:-*

*"Each delegation shall be entitled to register ONE VOTE FOR EACH ORDINARY MEMBER OF THEIR BRANCH. A branch may cast their votes by proxy given to another delegation present at the Annual Conference provided that before any vote is cast by proxy there shall be delivered, to the General Secretary and Legal Adviser, a written notice duly signed by a representative of the branch concerned".*

The alteration to UKPA Rule 21 was lost.

## RESOLUTIONS

*From: Liverpool*

*THAT this Conference direct its Executive Committee and Officers to take as a matter of urgency steps to promote a National Funding Scheme for the collection and distribution of Pilotage Dues.*

*Proposed by . . . N. B. Owen (Liverpool)*

*Seconded by . . . G. Topp (Liverpool)*

Subject to deleting the word "promote" in line 2 and inserting "investigate", the Resolution was approved.

*From: Great Yarmouth*

*THAT this Conference consider —*

- (a) that as the aim of the severance scheme is to shift Pilots Nationally irrespective of local needs and also to facilitate the issue of Pilotage Certificates to Foreign Nationals, the same offer of recompense must be made to all Pilots.*

*Proposed by . . . R. Wright (Great Yarmouth)*

*Seconded by . . . D. Ingham (Ipswich)*

- (b) that if a limit above the UKPA policy of 50 grt for compulsory pilotage be accepted or forced on the larger districts, then a pro-rata limit be set for smaller districts to equate with size of vessels capable of using that district.*

*Proposed by . . . R. Wright (Great Yarmouth)*

*Seconded by . . . P. Lee (Sunderland)*

Both Resolutions were **withdrawn**.

*From: The Executive*

*THAT this conference does not support the amending of the 1983 Pilotage Act to enable Pilotage Certificates to be issued without examination.*

*Proposed by . . . Mr C C Wilkins (Humber)*

*Seconded by . . . Mr R A Glover (Liverpool)*

The Resolution was **approved**.

### Proposed Affiliations

Conference accepted a suggestion by **Mr R A Glover** (Liverpool) which was seconded by **Mr R Cashin** (Manchester) that the Executive be instructed to explore the advantages and disadvantages of affiliating to other bodies and report back to Conference.

## EMPA REPORT 1983

The 21st Annual Conference of the European Maritime Pilots' Association was held at the Hotel Villa Pamphili, Rome, on the 18th and 19th May 1983. The Federazione Italiana dei Porti were the hosts. In all, 14 countries sent delegates and observers to the Conference representing some 6,600 European Pilots.

The United Kingdom Delegation consisted of R Glover, J Tebay and C Wilkin. Europilots were represented by R Butler, and P Driver (Southampton) and R Campbell (Humber) attended as observers. M Hooper was present in the capacity of a vice-President.

Both business and social events were somewhat overshadowed by the fact that the EMPA Chairman, Stephano Galliano had been taken ill two days before the starting date and remained on the "danger list" in a Rome hospital throughout the Conference period. In his absence, the chair was taken by the Senior vice-President, Walter Asmus. Prior to the start of the AGM, the pilots and their families were privileged to be present at an audience with His Holiness the Pope in St Peter's Square.

The first part of the meeting was devoted to the internal matters of the Association involving reports from the Secretary and Treasurer and approving the updated Rules. The two main points were that there is to be no increase in the subscription level for the coming year, although the fact that the medium for levelling subscriptions is now ECU's means that if a national currency is weakening, then that nation will in actual fact need to pay more and, that the Conference will now be a bi-ennial event alternating in year with the IMPA Conference.

The vice-Presidents reported on their respective sub-committees. (In EMPA, each "sub-committee" has a composition of one body only). W Asmus (Germany) introduced his booklets on Earnings and Working Hours, M Hooper (United Kingdom) on Deep-Sea Pilotage and J Tessier (France) on Legal Aspects. Each nation then made a report on the current pilotage situation in their own country.

In the general debate that followed, concern was expressed at the overall fall-off in shipping due to the world recession and the knock-on effect on European pilotage. There appeared to be a trend from the national administrations towards self-employed status. The Hamburg Dock pilots became self-employed this year, and all the pilots in the Netherlands will be on the same basis by July 1985. The Belgian pilots regarded themselves under attack over their working systems.

It is worth mentioning that, other than in Finland, there appeared to be no detectable pressure to reduce the pilotage presence aboard ships or to reduce a pilotage area. In direct contrast to the United Kingdom approach to Compulsory Pilotage, Germany has extended her area on a trial basis for a period of one year, from Borkum Island to the Elbe River entrance. Although this is on a voluntary basis, it does represent an increase in pilotage cover of some 60 miles.

It is also interesting to note the approach of two nations to the costing of boarding and landing by helicopter. In the port of Le Havre there is the same charge to the ship for a helicopter as for a boat, and in the Elbe River entrance, the charge for the use of the helicopter is only about one fifth of the total operating cost of the flight.

The Technical Committee met during the passage of the AGM under the chairmanship of Ragnor Zwiedorff. Pilot Boats, Bridge Layout and VTS were among the subjects discussed. It has to be remembered that the *lingua franca* of EMPA is English, and it is imperative for the committee that a United Kingdom pilot is present. As chairman of the UKPA Technical Committee, J Tebay takes an invaluable role for a number of reasons.

A Steering Group for Deep-sea Pilotage also met concurrently with the Meeting on the first day. A Working Group was formed from this gathering and the first meeting of this Group was held in Antwerp on

7th September 1983. Progress is necessarily slow due to a number of conflicting interests, but the first moves to establishing an EMPA policy have been made. M Hooper and G de Blende attend with W G meetings.

A great deal of time was devoted to the subject of VTS, the EMPA policy and the coming "Fifth International Symposium on Vessel Traffic Services" in Marseilles between 23rd and 26th April 1984. EMPA have had a paper accepted for the Symposium and this will be delivered by Robert Hofstee, (Rotterdam), under the title "Some Aspects of Pilot's Participation in VTS." Hofstee was prominent in the Dutch Pilots' fight to be involved in the Radar Control and is experienced in both the radar operation and traffic planning in Pilot Maas Control. His paper has been considered and approved by the EMPA Executive at a meeting in Antwerp on 25th October. The Technical Committee were also asked to attend this meeting for their advice on this emotive (if over-rated?) subject. J Tebay and C Wilkin attended.

Another VTS development is the EEC-funded "COST 301" project. This is a quite colossal academic exercise to "Consider shore-based maritime navigation aid systems which could reduce the potential dangers of navigation to human life, the environment, ships and cargoes." There are 4 working groups, Ships in Confined Waters, Problem Areas for Navigation, Harmonization of VTS and lastly, Identification, Tracking & Communication. An EMPA vice-President is on each Working Group on the specific instructions of the Director of the Project. The pilot was not received on all groups without some opposition. Meetings take place all over Europe for a period of two years.

Following the Rome AGM, EMPA published two Recommendations. One on Pilot Cutters and one of Deep-sea Pilotage. These Recommendations are passed from the EMPA Secretariat to the National Associations of each of the member countries. It is up to the member country to approve or reject the Recommendation and, if approved, the Recommendation should be passed on, with the Member State's endorsement, to their own Administration, Pilotage Authorities and Shipowners. In the event of the motion requiring IMO consideration, the Member State should endorse any such motion and pass it on to IMPA. EMPA is in fact a EUROPEAN PILOTS' PRESSURE GROUP. This is the way to make it effective.

During the AGM, a proposal was put forward from the United Kingdom and seconded by Italy that;

"The European Pilots' Association wish to re-affirm their conviction that European ports and coastlines should be safeguarded by pilotage and that an urgent meeting be sought by EMPA with the EEC Authorities to express their concern at the present attitude of the British Government who are considering a shift away from compulsory pilotage to a voluntary system for financial reasons only".

This was passed unanimously, and G de Blende arranged the meeting in Brussels for 22nd June 1983. The day before, a delegation from the United Kingdom of R Glover, M Hooper, D James and D McMillan, together with G de Blende and R Hofstee met Mr Amedee Turner MEP for Suffolk and Harwich. The topic was the proposed reduction in the London Pilotage District and the meeting with EEC officials the following day. For the meeting at the Transport Commission, J Tessier joined the party from France. The meeting was chaired by Mr Coco, Legal Adviser to the Transport Commission, and Mr Petropoulos, Head of the Division attended later. The discussions were both friendly and frank. The EEC officials expressed concern and also sympathy for the views put forward by the pilots, but informed the meeting that the matter had officially been referred to the UK Government via their representative at the Council of Ministers, and that the reply had come back that it was a "domestic matter". Such ruling meant that the Commission had not the power (or did not wish?) to intervene. The pilots were asked to keep the Commission informed. In passing, it must be mentioned that the European pilots present showed great concern and were of great assistance when presenting the UK case.

The next event of consequence for EMPA is the National Presidents' meeting which is to be held in Marseilles to coincide with the VTS Symposium. This is in order to maintain continuity between the biennial AGM's. In 1985, the Conference is in Portugal and in 1987 the turn of the United Kingdom comes around again, and it will not be too long before we have to consider our budget for this event.

M H C Hooper (EMPA vice-President)

## EMPA CONFERENCE ROME — MAY 1983

Mr WALTER ASMUS, Senior vice-President, took the chair at the 21st Annual Conference in Rome due to the unfortunate illness of the President Mr STEFANO GALLEANO.

The main theme which ran through Conference from the majority of countries was that Pilotage was being attacked on all fronts.

Pilots were being expected to furnish greater effort for a cheaper reward even at the expense of safety standards.

In some areas where pilots were civil servants the authorities were trying to privatize them and create a self-employed system and in other areas self-employed pilots were being threatened with nationalization. It was somewhat comforting to realize that other countries are facing as many problems as ourselves. EMPA's Technical Committee report was, as usual, very comprehensive, highlighting man-overboard (which is usually pilot-overboard) situations. As well as highly trained pilot boat crews, pilots themselves must understand how the crews will attempt to rescue them.

VTS occupied, as might be expected, an important part on the agenda.

It was agreed that the EMPA appointed spokesman, Mr R HOFSTEE, would make use of the many papers submitted on VTS in his address to the 5th International Symposium on VTS in Marseilles next April. In his view the more sophisticated the VTS, the more the need for a pilot to be on all ships. EMPA and IMPA will submit a paper on VTS to IMO.

Mr Walter Asmus submitted his excellent and detailed paper on Earnings and Working Conditions which is available from Peel Street. A point of interest, in 1982 the average income for EMPA was £25,505 and the average working hours were 2510. Much discussion took place with European North Sea Pilots to endeavour to form a common policy in respect of their 1) qualifications, 2) retiring age, 3) medial standards, 4) hours of work, 5) operating area, 6) licensing area, 7) service necessary to retain licence, 8) compulsory pilotage and 9) common tariff.

To sum up some of the main benefits to emerge from our membership of EMPA last year:

1) A Resolution carried unanimously in Rome:

"The European Pilots' Association wish to reaffirm their conviction that the European Ports and Coastlines be safeguarded by pilotage, and that an urgent meeting be sought by EMPA with EEC Authorities to express their concern at the present attitude of the British Government, who are considering a shift away from compulsory pilotage to a voluntary system for financial reasons only."

- 2) The invaluable practical support of EMPA officials at our meeting with EEC officials to register our objections to the proposal to reduce the size of the London pilotage district.
- 3) The formation of a common policy on VTS before an unsatisfactory solution is imposed on us.
- 4) The valuable information which Mike Hooper was able to extract from his friends in Europe to help us in our negotiations to preserve Pilotage as a profession to be proud of.

*R A Glover*

## RECEPTION

On the evening of 22nd November 1983, the General Council of British Shipping and the British Ports Association gave a joint Reception at which the UKPA Joint Executive and other guests were welcomed.

## IMPA REPORT

The IMPA Technical Committee met in London in May to consider, amongst other matters, Boarding Arrangements, Manning of Pilot Boats, Availability of Lifejackets, VTS, Bridge Design and Manoeuvring Standards. Next day, the IMPA Executive Committee progressed affairs consequent upon the 1982 Congress in Quebec.

During the year, IMPA has continued to speak for pilots at international assemblies where opinions and policies emerge which could affect our profession.

In particular, the matter of VTS has advanced as far as reporting Draft Guidelines to the IMO Safety of Navigation sub-Committee on October 21st. These Guidelines are the result of co-operation by IMPA on the IMO Working Group and participation by our President, Maurice Guicharrouse, at the Joint IALA/IAPH meetings in Vancouver and Paris. IMO has implicitly devolved upon the International Association of Lighthouse Authorities the task of working out a Code of Practice for VTS. At the Plenary session of the SON sub-Committee, our point that VTS Authorities could not assume power without sharing the legal responsibility was made by the UK Delegation supported by USSR and Greece. Our input concerning the qualification of VTS operators also found favour.

Our President is involved with officers at Plymouth Polytechnic who are running the Seaspeak Programme and has suggested that items concerned with boarding and landing and pilotage operations should be included in appropriate sections. IMO has authorised the consideration of Seaspeak for use within a VTS.

IMPA joined with the Government delegations from Brazil, Canada and Denmark to form an IMO working group to consider amendments to the Standard Marine Vocabulary. These largely concerned arrival and departure procedures and are naturally of great interest to pilots. A paper is to be submitted on the 29th Session in 1984.

The IMO sub-committee on Standards of Training Certification and Watchkeeping has not yet considered how to involve pilots.

The SON sub-committee also gave further consideration to the proposed amendments to the 1972 Collision Regulations. Great attention was paid to Rule 10, particularly 10(d) "Use of Inshore Zones" and the meaning of "through traffic". We were represented by Peter Russell from the London Sea Pilots (South) Service who has a great interest in, and experience of, the matter.

At the same session, a Working Group considered Bridge Visibility and I may have been the only participant who actually manoeuvres ships. IMPA representatives at the International Standards Organisation had already influenced the basic report and I was assisted by papers from the Sydney Harbour Pilots and the UK Technical Committee. The majority of members wished to exclude existing ships from any requirement so a compromise, suggested by the USA and IMPA, was agreed which includes them for moveable or temporary obstructions such as deck cargo. Although some delegations were in favour of having only Guidelines on the subject, the majority considered that there is a need to include a SOLAS reference. The Group did not concur with the proposal by ICS to use artificial means as a replacement for direct Bridge vision.

Another Working Group is to report upon the Manoeuvrability of Ships, the chairman being the manager of the British Ship Research Association (Hydrodynamics). I was interested to learn that it is possible to design a ship which will run straight and is therefore fuel efficient and cost effective. That is, until the pilot climbs on board and discovers that it won't turn corners. The experts advise that manoeuvring data obtained in deep water would "probably" apply in shallow water. To be continued.

It is only by continuing attention to the detail of IMO pronouncements and participation in their Working Groups that pilots, through IMPA, will be heard where decisions are made.

## PILOT HOISTS

### *H M Hignett (Manchester)*

A large sailing ship in the 1830's was making for Cork in a gale. She was approached by one of the many Cork pilot gigs and hailed, 'Is your honour in want of a nate lad to carry you in?' On receiving the affirmative, and seeing the preparation on the ship to send away their boat for him, the pilot shouted that there was, 'no need for that'. He added that they should, 'sind him the ind of a line', from the lee main yard-arm. To his instructions the whip-line was rigged with a bowline made in the end, and thrown on board the gig as it came under the lee quarter. The pilot placed the noose over his head and adjusted it under the armpits, and called that at the next lee roll he should be lifted and heaved on board. Unfortunately, the roll lasted longer than expected and actually increased to leeward, depositing him in the next sea. The ship then rolled back violently but, with the weight of the pilot in the drink and the way still on the ship, the yard-arm, which was not designed to take the unusual strain broke, allowing him to drift even further aft and under the lee quarter. Michael Docherty, for that was his name, was dragged under the water several times which did nothing for his even temper. He was heard to cry, 'Ye divels, let go the ind, or be jasus I'm mate for the sea-lawyeers (sharks)', before another wave silenced him for a few seconds. However, the ship's boat being prepared, he was brought on deck fairly smartly. Docherty received, gratis, a new outfit of clothes for the incident.

About ten years later things at Cork had not improved much. A New York pilot schooner bound for Cork on a special express voyage was approached by a pilot gig when nearing the port. This time there was no yard-arm to permit the usual boarding procedures. However, at the request of the gig's crew, a line with a bowline was cast across from the schooner. The pilot adjusted the noose round himself, and to the astonishment of the Americans shouted 'Heave away', jumping into the water as he did so. This time the only succour offered the pilot was a small glass of rum. Paddy refused this saying that he'd signed the pledge, and offered to sell copies of his favourite prayer for a couple of pounds.

There doesn't appear to be anything unusual in the disembarking of pilots at Cork, but around the Wash in the 18th century the procedure was not easy. Pilotage to and from Boston was generally carried out by local fishermen. When a vessel was leaving port it was not always convenient to row the pilot ashore. Instead he was often taken to a beacon which was a slender pole about 25ft high set in the mud. Here he would have to remain for as long as 2 to 3 hours sitting on a cross yard about 3ft in length. If he was lucky a passing fishing boat would take him off. More often than not he had to remain perched on the beacon until the tide was low enough for him to wade through the mud to firm land some 2 miles away.

*(We are indebted to the Port of Manchester Magazine)*

*(Continued from previous page)*

IMPA has observer status with the International Chamber of Shipping and I attended my first meeting of their newly formed Marine Safety Committee at the GCBS office in London just before the IMO Session in October. Representatives from Norway, Denmark, Sweden, Italy, France, Germany, Liberia, Greece, Japan, UK and Switzerland met to consider their stance at IMO. The agenda included SOLAS 1974, Radio Communications, VTS, Bridge Design and Visibility, Position Fixing Systems, Routeing, Manoeuvring Data and Collision Regulations. I was made most welcome and reference was made to previous contributions from my predecessor, Colin Rhodes. In several practical matters pilots and shipowners have fairly close accord but I detected a difference on Bridge Visibility.

In addition to these representational activities, the IMPA office receives requests for information from around the world. A sample includes a query on Squat from the Torres Strait, the berthing of tankers in the dark from Hong Kong and a request for information from the Korean pilots on the legal consequences upon pilots of accident to their ships.

In June, I was asked to meet a senior officer of the Hong Kong Marine Department to discuss the introduction of Compulsory Pilotage.

*Gerald Coates*

## ONE HUNDREDTH BIRTHDAY

Bristol is to be one of the centres of celebrations in 1984 for maritime pilots from all over the United Kingdom for on June 11th they celebrate 100 years of association.

The United Kingdom Pilots' Association was formed in Bristol in 1884 by pilots who wished to have their common interests voiced under one flag. Their chosen motto "United we stand divided we fall" still carries that strength of unity.

Now based in London the U.K.P.A. represents almost all British Maritime Pilots and over the years has grown from its small beginning in Bristol to a strong maritime voice, both at home and abroad.

In 1981 a Bristol Channel Pilot working on research into the history of the U.K.P.A. on behalf of a Manchester Ship Canal Pilot discovered that the Association, in conjunction with pilots from many other parts of the world; had honoured their founding legal advisor one Admiral Bedford Clapperton Trevellion Pim by placing a magnificent brass tablet to his memory in the Bristol Seaman's Institute Church. This tablet with many others found in disrepair, is now faithfully restored and on permanent public display in the Saint Nicholas Church Museum in the City of Bristol.

One other tablet from the collection was commissioned by the U.K.P.A. in memory of their founder President, Commander George Cawley. Although not a pilot, Cawley befriended their cause and led them for many years through the difficult times of early recognition until his death in 1910.

In conjunction with the Bristol City Museum & Art Gallery, large size post cards of both plaques are to be produced in time for the Centenary celebrations and they are being offered by the United Kingdom Pilots' Association as part of a Souvenir Postal Commemorative Cover.

### **United Kingdom Pilot's Association 'Centenary Souvenir Postal Cover'**

June 11th 1984 is the official date of the Centenary of the United Kingdom Pilots' Association and, to mark the occasion, a specially designed Commemorative Cover will be issued.

The cover will have two unique features. Firstly it will carry stamps from all four British Postal Regions, a first in philatelic terms and secondly, enclosed in the envelope will be two post cards showing pictures of the original brass memorial tablets now on exhibition in the Saint Nicholas Church Museum in Bristol which the UKPA and pilots of the world commissioned in 1888 and 1910.

The cover design will include an artist's impression of the Centenary Plaque which the UKPA will present to the City of Bristol on June 11th 1984 and the stamps will be cancelled at the village post office at Pill on the banks of the River Avon the traditional home of many founder members of the UKPA.

Pilots and other requiring copies of the souvenir package may apply by completing the application form and posting it to 'Centenary Souvenir Cover', c/o The Port of Bristol Channel Pilots Co Ltd, The Haven Masters' Building, Royal Edward Lock Entrance, Avonmouth Docks, Bristol, BS11 9AT.

The closing date for applications is March 31st 1984 and the cost of the cover is £1.50 each. Any number of covers may be ordered and cash must be included with the order form. Cheques or Postal Orders are to be made out to 'Centenary Souvenir Account'. Payment cannot be made by credit card or post dated cheque. Remittances from abroad must be by bankers draft or cheque drawn on a UK bank. Overseas applications will be sent in an outer cover at a cost of 50 pence per cover extra.

To 'Centenary Souvenir Account', on behalf of the United Kingdom Pilots' Association.

At. The Port of Bristol Channel Pilots Co Ltd, The Haven Masters' Building, Royal Edward Lock Entrance, Avonmouth Docks, Bristol, BS11 9AT.

Please supply me with ..... (number required) United Kingdom Pilots' Association Centenary Souvenir Cover/s at £1.50 per cover (plus 50p each for overseas addresses) I enclose my cheque/postal order/draft for £ ..... made out to Centenary Souvenir Account.

The address I wish to have the cover sent to is Mr/Mrs/Miss etc. ....

..... Post Code .....

Additional addresses should be made out clearly on a separate sheet and firmly attached to the order form.

No responsibility is undertaken by 'Centenary Souvenir Account' for safe delivery. All covers will be posted on June 11th 1984 at Pill Post Office, AVON, UK.

Signed .....

Name .....

#### 'Centenary Supper Dance'

A 'Centenary Supper Dance' is being planned in Bristol for June 11th 1984.

It will follow on from the official reception at the Bristol City Council House and will be held at the Unicorn Hotel alongside Saint Augustine's Reach in the City Docks. The whole of the ground floor conference and banqueting area has been reserved and some 250 people are expected to attend.

Guests who attend the Lord Mayor's reception and continue on to the dance will have coaches available for the transfer but it is a pleasant short walk from the Council House to St Augustine's Reach. Naturally the weather on the evening will control the numbers who wish to use the coaches.

The cost of tickets has yet to be determined as many plans for the event still have to be decided. It is hoped to have full information on the dance and the availability of accommodation in the UKPA Circular Letter.

#### Centenary Golf

From Mr T J Russell

8th October, 1983

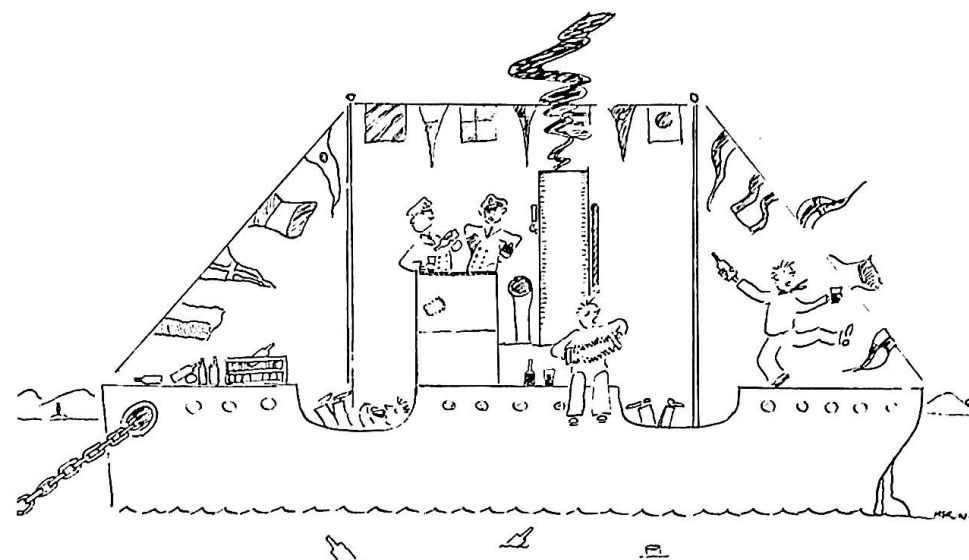
Dear Fellow Golfers.

9 Chardstock Avenue  
Coombe Dingle  
BRISTOL BS9 2RY

As part of the United Kingdom Pilots' Association Centenary Year Celebrations, the Association has donated a Trophy to be played for in Bristol on the 12th June, 1984.

Arrangements have been made to hold this event at Shirehampton Park Golf Club, overlooking the River Avon, where appropriately the Captain in 1984 is a Bristol Pilot. The Competition will be played over 1 Round Medal, followed by lunch and the presentation of Prizes.

(Continued centre next page)



"CALIBRATE? LUNIME! I THOUGHT YOU SAID CELEBRATE —"

The Civic Reception and Supper Dance will be held the previous evening, 11th June, and I hope that many Members will stay on in Bristol to compete for the handsome Trophy. Hopefull, depending on numbers competing, proceedings should be concluded by approximately 1600 hrs.

Starting times will be given and it is proposed to play off in threes. Cost of Green Fees, Lunch and Prizes will be £12 per Member. Please send your Entry, and Entry Fee, to me at the above address.

Yours sincerely,

Terry Russell (Bristol Pilot)

#### Attendance at Conference

M Abson  
A Adams  
R Allerston  
J Astles  
A Atkin  
J W Arnold

Trent  
London (Sea North)  
Humber  
Manchester  
London River  
Milford Haven

M Barwick  
M C Battrick  
I Berry  
R Biggs  
G Blackler

London River  
London (South)  
Milford Haven  
(Observer)  
Grangemouth  
Tees



**A R Boddy**  
**R B Bradbury**  
**J Brown**  
**W Brown**  
**C Broom**  
**C Bull**  
**J Burn**  
**R S Butler**  
**K Bowers**  
**R Campbell**  
**R Cashin**  
**P Carden**  
**P R Carling**  
**G Coates**  
**T Crompton**  
**W C Cuthill**  
**P G Driver**  
**M L Doyle**  
**A Duckworth**  
**A F Lessen**  
**B I Evans**  
**J D Evans**  
**H Frith**  
**P A Fryer**  
**W Gardiner**  
**G K Geen**  
**B Glover**  
**J D Godden**  
**B J Graham**  
**G Greaves**  
**Q M Guttridge**  
**D D Hall**  
**P Hames**  
**A Hepburn**  
**A Herbert**  
**A E Hicks**  
**J A Hogg**  
**C E V Holmes**  
**M Hooper**  
**G E Howison**  
**A R Howard**  
**C J Hunt**  
**S M Hunter**  
**D Ingham**  
**A Inness**  
**C Jacklin**  
**D James**  
**P Johnson**  
**P Kelly**

**P N C P**  
 Deep Sea Pilots —  
 Europilots  
 Liverpool  
 Executive  
 Manchester  
 London (Sea North)  
 Tyne  
 Deep Sea Pilots —  
 Europilots  
 Grangemouth  
 Humber  
 Manchester  
 London River  
 I O W  
 Executive  
 Tees  
 River Medway  
 I O W  
 South East Wales  
 Liverpool  
 Aberdeen  
 Executive  
 Swansea (Guest)  
 Executive  
 Gloucester  
 Grangemouth  
 Swansea  
 Executive (Junior  
 Vice Elect)  
 London (South)  
 Liverpool  
 Poole  
 Seaham  
 London (Sea West)  
 Humber  
 Clyde  
 Humber  
 Milford Haven  
 Executive  
 I O W  
 Executive  
 Trustee  
 I O W  
 Trent  
 River Medway  
 Ipswich  
 Tees  
 London (South)  
 London (Sea North)  
 Tees  
 London (Sea West)

**W Kitching**  
**P J Langdon**  
**P Lee**  
**J M Leney**  
**C Lilley**  
**A S Lithgo**  
**P Lloyd-Jones**  
**G Logie**  
**M McDonald**  
**C J McCann**  
**A M McGugan**  
**N C E McKinney**  
**D I McMillan**  
**S I Marshall**  
**H J Marshman**  
**C Middleton**  
**J E Morris**  
**P Mullett**  
**H Owen**  
**J Parry**  
**I B Porter**  
**J R Phillips**  
**M Purvis**  
**G Rees**  
**B H Richards**  
**A E Robinson**  
**F Russell**  
**L Sidgwick**  
**A Skelton**  
**R Shaw**  
**M Sparkes**  
**M Taylor**  
**P J H Tebay**  
**G A Topp**  
**R Thompson**  
**A Vaughan**  
**S E Vowles**  
**J Wainwright**  
**N Walker**  
**K Ward**  
**J G Webber**  
**C Wilkin**  
**R Williams**  
**E F Williams**  
**B G Wright**  
**J H Wright**  
**R L Wright**  
**J Wynn**  
**R Youde**  
**E Eden**  
**P Mobley**

Leith  
 Falmouth  
 Sunderland  
 Milford Haven  
 London (Sea West)  
 Tees  
 London (South)  
 Executive  
 London (Sea West)  
 Londonderry  
 Clyde  
 Belfast  
 Executive  
 R C C M  
 River Medway  
 Trent  
 Manchester  
 Humber  
 Chairman M P B  
 Port Talbot  
 Goole  
 Tyne  
 Barrow/Heysham  
 Liverpool Apprentice  
 (Observer)  
 Gloucester  
 Falmouth  
 Bristol (Observer)  
 Tees  
 Humber  
 Goole  
 I O W  
 London (Sea West)  
 Liverpool  
 Liverpool  
 Trent  
 London (Sea West)  
 Bristol  
 Manchester  
 Executive  
 Humber  
 Liverpool  
 Executive  
 S E W P A  
 S E W P A  
 Humber  
 Tees  
 Gt Yarmouth  
 London River  
 Liverpool (Retired)  
 Administration  
 Administration

## EXECUTIVE APPOINTMENTS

**R A Glover** (Junior vice-President)

Born 1935. Joined Clan Line in 1951. Licensed as a Liverpool Pilot in 1960. Chairman of the Pilots' National Committee for Pensions. Member of the local Pilotage Committee since 1970. Elected Junior vice-President 1983.

**Harry Frith**

Following education at North Manchester Grammar School, joined Andrew Weir & Co as cadet in 1942. With Second Mate's Certificate in 1945 joined Cunard Steamship Co as Third Officer, moving in 1947 to Ocean Weather Ships as 3rd and 2nd Officer. Joined Manchester Pilot Service as Helmsman in 1948 and was licensed 2nd Class Pilot in 1954, 1st Class Pilot in 1955. Elected Member of the Executive 1983.

**John Hart Burn**

Continuing a long family tradition, became a Tyne Pilot Assistant in 1957. Joined the Newcastle Shipping Co's Moor Line in 1962 until called for a vacancy in the Tyne Pilotage Service in 1970. Has represented pilots on the Tyne Pilotage Authority and Pilots' Committee. At national level, represents pilots on PNCP and is Secretary of the Marine Pilotage Branch of the T & GWU. Elected member of the Executive in 1983.

**N C E McKinney**

After completing education at Foyle College, Londonderry, Royal School Dungannon and Pre-Sea Training at Belfast College of Technology, joined Shell Tankers (UK) Ltd as Deck Apprentice in 1956. Remained with Shell until 1967, obtaining 2nd Mate's FG Certificate in 1961, 1st Mate's (FG Cert) in 1963 and Masters (FG Cert) in 1967 in Belfast, and attaining rank of 2nd Officer. Left Shell in September 1967 and served on Irish Sea Services with Belfast Steamship Co and British Rail as 2nd and Chief Officer prior to entering Pilot Service at Belfast, being licensed as 3rd class pilot in August 1969 and becoming 1st class pilot one year later. Was Local Secretary for UKPA in Belfast for 6 years and a member of PNCP in recent years. Elected member of the Executive in 1983.



## INSURANCE

### UKPA GROUP PERSONAL ACCIDENT INSURANCE SCHEME

No less than twenty accidents have been reported by Scheme members during the last twelve months and all but three of these have been related to occupational risks. As might be expected, the predominant source of injury has been accidents whilst boarding and landing together with several mishaps whilst aboard ship. Paradoxically, the two accidents which have had the most serious consequences happened whilst the members concerned were off duty and neither of these accidents were reported to insurers for a considerable time, as the members did not realise the significance of their injuries — thus T A Watson (London — River) tripped and fell in Gravesend last December while returning to his car in the rain and fractured a bone in his upper left arm. This injury resulted in a permanent disability in his left shoulder causing a reduction in the range of movement of the arm so that he was no longer able to climb pilot ladders and was invalidated out of the service. A claim for permanent total disablement was therefore submitted to insurers on Mr Watson's behalf and has now been settled in the sum of £45,000.

Pilots generally seem prepared to tackle a considerable variety of household repairs themselves but some of these jobs can be quite hazardous as T G Hannaford (Medway) discovered when he fell through the attic trap hatch of his home whilst endeavouring to repair an overflowing header tank in October 1982. For some months thereafter, he thought he had merely suffered severe bruising but last May it was realised that arthritis has developed in his hip as a result of his injuries and subsequently he has recently undergone an operation for a replacement hip joint. It is hoped that Mr Hannaford will make a good recovery from this operation during the next few months.

A most unusual and serious situation has developed in the case of A R B Jeffrey (Great Yarmouth) who broke a number of ribs in a bad fall on a hatch coaming in August 1981 through slipping on a newly painted deck. Mr Jeffrey returned to pilotage duty from October 1981 until early June 1983 but has since been unfit due to difficulties with his breathing arising from additional fractures of his ribs which were not ascertained at the time of the accident in 1981. Three further attempts by the member to return to duty this summer have proved unsuccessful and on being advised of the position in October this year, insurers have re-opened the claim and specialist advice and medical reports are currently being obtained.

These cases amply demonstrate the need for Personal Accident coverage and the importance of seeking medical advice promptly following any injury — however slight this may seem at the time — as delay in securing the correct diagnosis and treatment can be especially significant in a profession such as pilotage which demands a high standard of physical fitness. All accidents involving Scheme members should of course also be advised to the UKPA insurance brokers as soon as reasonably possible so that an accident report form can be lodged with insurers to guard against any adverse development at a later date.

In conclusion, it is encouraging to record that over 1000 members now enjoy the protection of the UKPA Group Personal Accident Insurance Scheme.

### UKPA GROUP PERMANENT HEALTH INSURANCE SCHEME

During the past year, six Scheme members have been obliged to submit disability claims, all of which have been met promptly by our insurers. Three further cases of illness have also been notified where payment of benefit has not yet commenced pending completion of the 52 week deferred period. Unfortunately, most of

these claims relate to permanent disability and arise from causes such as arterio-sclerosis, angina, arthritis, anxiety neurosis and in one case from accidental bodily injury. It is perhaps a reflection of today's conditions that there have been no less than three early retirements due to anxiety neurosis in just over twelve months and that the pilots concerned are all located in the same geographical area.

The value of the UKPA Permanent Health Scheme continues to be recognised by our members with Scheme membership now standing at a record total of 975 members. In addition to the support received from existing Participating Districts, the Bristol Pilots entered the Scheme as a group on 1 July 1983 and new entrants from twelve other Districts including Firth of Forth, South East Wales, Trent, Tyne and Southampton have also joined the Scheme in the course of the year. Altogether some 40 Districts now participate in the Scheme and, subject to prior notification, Scheme members who are temporarily seconded abroad are held covered whilst working in Saudi Arabia and other foreign parts.

In accordance with the resolution adopted at the 1982 UKPA Conference, the level of Scheme benefit is linked to 40% of the median Letch scale and consequently the present benefit of £95 per week at a premium of £14 per quarter will be altered to £101.78 per week at a premium of £15 per quarter from 1 January 1984. The new level of benefit will apply without evidence of health to all Scheme members insured for the standard rate of benefit who are fit for pilotage duty on 1 January 1984 and who have not been absent due to illness or accident during the previous two calendar months. Any member who cannot meet this condition will receive the benefit of the new level of cover once he has returned to duty for a period of two consecutive months without absence due to illness or accident. Printed endorsement slips documenting this increase in cover are currently in course of preparation and will be forwarded to Local Secretaries in December 1983 for distribution to members in the usual way.

### UKPA GROUP LEGAL EXPENSES INSURANCE SCHEME

Both whilst travelling to and from work and when undertaking acts of pilotage, members can be exposed to the risk of injury and consequent loss of earnings due to negligence of shipowners and others. The UKPA Group Legal Expenses Insurance Scheme enables members to pursue claims against such negligent parties without personal financial risk as to the legal costs involved up to a limit of £50,000, this indemnity being inclusive of opponents' costs should these be awarded against the member. Under the Scheme, solicitors can be appointed throughout the UK thereby providing the member with a ready and convenient source of legal advice on a local and personal basis. Cover applies and legal representation is available throughout Western Europe — this facility has proved particularly useful where it has not been possible to serve proceedings on foreign shipowners in this country.

During 1983, ten members have been involved in situations where they have suffered actual or potential loss due to the negligence of others and solicitors have been appointed by the insurers in all cases where formal reports have been submitted. Claims currently under consideration include two accidents involving injury to members from South East Wales in consequence of lack of shipboard safety on vessels of West German and Norwegian origin and another accident resulted in injury to a Workington pilot who fell six feet due to an insecure pilot ladder.

Legal matters are invariably protracted by their very nature and it is encouraging to record that two cases from earlier years have now been resolved in favour of the injured parties, namely J R Henderson (Isle of Wight) and A S J Morrison (Clyde). Although settlements were achieved last year in the earlier cases of J S Roe (Gravesend Channel) and K J Higgs (Gloucester), the amount of irrecoverable legal costs presently under negotiation is nearly £10,000 — in the latter instance, costs have amounted to more than twice as much as the agreed settlement, even although the defendants had to meet their own legal expenses. From the foregoing, it will be clear that neither of these cases might have proceeded to settlement without the backing of the UKPA Group Legal Expenses Scheme. Other pending claims which are being handled currently by

## Obituary

### KEN DAVIS

We sadly record the death recently of Trinity House Pilot K C Davis who was licensed for London Inwards (North). Born in 1923 and educated at Colchester Royal Grammar School, pilotage was in the family tradition: his Father, Martin, was a TH North Channel Pilot, 1920-49, and his Great Uncle, Harry, a TH Channel Pilot 1892-1917 and Ruler of Pilots, Gravesend, 1917-33.

Ken started at sea as a cadet under sail in the Swedish four-masted barque *Abraham Rydberg* from August 1939 to May 1940, after which he served apprenticeship with Andrew Weir's Bank Line and passed for Second Mate in 1943. Thereafter he saw service in general traders, troopships, and four years in the Shaw Savill and Albion Coy's refrigerated cargo liners. He passed for Extra Master in 1950 and was Thomas Gray Medallist for that year. Service in coastal colliers followed, finishing with a short spell in command of the *Hudson Sound*.

In February 1952 he was licensed as a Trinity House North Channel Pilot and became UKPA Branch Secretary, 1953-65, member of Station Committee, 1954-67 and a station representative to the London Pilots' Council. In 1967, following a joint conference of UKPA and TGWU pilots, he became secretary of the joint coordinating committee charged to make a common policy for pilots on reorganisation. He was the only signatory to a minority report to the Department of Trade which, in contrast to the majority, upheld the principle that pilotage should be governed by independent and not port authorities. Two years later, this minority view was accepted as the official policy of the Association. He succeeded Southampton Pilot, F James, as pilots' representative on the DoT Safety of Navigation Committee. In 1969 he was called to serve on the Inner List of pilots for VLCCs when they were very much an unknown quantity and, in his words, "completed the five years stint without incident".

Amongst his hobbies were small boat sailing and gardening; he enjoyed racing in the British team of ten-square-metre sailing canoes at international meetings in UK, Sweden and Germany. He was a founder member of the Harwich Town Sailing Club and was its Commodore for his last three years.

H J

(Continued next two pages)

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solicitors relate to members in the Fleetwood, Humber, Great Yarmouth, Southampton and London Sea Pilots South Districts and the case of E C Rankin (London — River) is awaiting trial.

In conclusion, it should be noted that the total compensation obtained for injured members since the Scheme started in 1977 now exceeds £75,000 and this figure increases to over £80,000 if costs recovered on behalf of Scheme members are taken into consideration.

## FAMILY AND MOTORING LEGAL EXPENSES INSURANCE

Quite a number of UKPA members have found this optional facility very useful in resolving disputes over matters such as unsatisfactory purchases of goods or services and the recovery of the uninsured losses following motoring accidents including personal injury claims. The DAS Family Legal Protection Policy normally costs £56 per annum but this premium is substantially reduced to £34 for all full members of the UKPA and details can be obtained from Robinson, Clemmit, Chisem & Marshall Ltd, Woodlands House, Borough Road, Middlesbrough, Cleveland, TS1 3AY — Telephone: 0642-240431.

## KENNETH PETER WILKINSON

Peter was born in Birmingham in 1924, the third child of Professor K D Wilkinson, OBE, MD, FRCP and Mrs Wilkinson. Following Hurst Court and Epsom College, he sailed in 1942 as an apprentice on *MV Pacific Enterprise* where he remained till 1946 when he gained his 2nd Mate's Certificate in Southampton and then joined the Indo-China Steam Navigation Coy and spent the next five years in China enjoying adventures with the opium pirates and gaining his Mates Certificate there. Returning to UK he sat and passed his Master's Certificate at Warsash and joined the Orient Line making six voyages on the *Orontes* before joining the Cunard Steamship Coy where he met his wife Margaret McDonald who was a Nursing Sister on board the *Caronia*. They married in Rothesay in 1955 and Peter remained with Cunard, mostly on the *Queen Mary* until 1959 when he joined the Inward Service of the Isle of Wight Pilotage District. Then commenced 25 very happy family years, the first fifteen of which were spent in the sunny Isle of Wight and the last 10 years in Barton-on-Sea, till he died of a sudden heart attack at home on 20th October, 1983 at 59 years. He saw his two daughters happily married and his younger son, who joined the Army, also happily married. His elder son is following in his father's footsteps, presently 2nd Mate with Ocean Fleets and soon to be ready to sit for his Master's. Peter also had the bonus of five lovely grandchildren. His hobbies were stamp collecting, gardening and wood-turning, of which his family have many cherished examples. If anybody needed any household object "Daddy" would make it. His maternal grandfather, Captain Homewood was master of a sailing ship (*Crofton Hall*) and his seven children were born at sea; one of them was Peter's mother who was born off the Cape of Good Hope. She could tell stirring tales of being chased by brigands in Shanghai when their mother took them ashore on an outing. He was greatly loved by his family and his colleagues always found him a cheerful shipmate.



S W

## F H LEWIS

It is with great regret that we announce the death of Captain F H Lewis, S E Wales Pilot, whilst on standby on the 9th of July 1983.

Fred commenced his apprenticeship with the Newport (Mon) Steam Pilot Boat Co on the 8th August 1941 at the age of 16, completing on the 6th August 1946 when he joined John I Jacobs as 3rd Officer. He then joined the Atholl line on 8th September 1951, as Chief Officer, obtaining his Master's Foreign Going certificate on 14th September 1953. He served there until being made a Pilot on the 15th May 1957 with the Newport Pilotage Authority, now amalgamated with the Cardiff and Barry Authorities into the South East Wales Pilotage Authority.

Fred will long be remembered for his love of snooker and crosswords and for his attention to detail both in his personal life and at work. He will be sadly missed as a good working colleague. Our sympathy is extended to his widow Melba, and his two sons.

E F W

## MICHAEL JENKERSON-KENSHOLE

Captain Jenkerson-Kenshole, who was widely known amongst cadets RNR ("Worcesters"), died on 4th October 1983 leaving a wife, son and daughter to whom we extend our sympathy.



Michael was born in 1927 at Newport, Mon, and the name Jenkerson was added by deed poll in 1975. Following school at Bryntirion, Bridgend, he joined the Training Ship *HMS Worcester* where he obtained First Class Certificates; after which in 1943 he served in *HMS Cleveland* and was attached to "Force J" at the time of the Normandy Invasion, 1944. From apprenticeship to Alfred Holt & Co, 1944-45, he was loaned as uncertificated Second Officer to the Straits Steamship Co from December 1945 to November 1946. This was during the period of the Indonesian uprisings. With a Second Mate's Certificate in 1947 he joined Union Castle Mail SS Co, terminating as Second Officer in 1951 to rejoin Alfred Holt & Co at original seniority with whom the Master's Foreigngoing Certificate was achieved in 1953.

In September 1959 he joined the Southampton and Isle of Wight Pilotage Service, transferring to the Outward and Berthing Service in June 1967.

He met and married his wife, Michaela in 1955-56 whilst seconded by Alfred Holt & Co to the Outward Bound Sea School, Aberdovey, as an Instructor, while recovering from a broken back. A keen yachtsman, he was a member of the Island Sailing Club, Cowes, from 1944, and of the Royal London Yacht Club from 1978. In 1974 he founded the "Old Worcesters" Yacht Club with suitable craft, and secured the Admiralty Warrant in order to preserve the "Worcester" Ensign for members of the Yacht Club who were former "Worcester" cadets. He served on the Council of the "Old Worcesters" Association, was a member of the Honourable Company of Master Mariners, a Founder Member of the RIN and a member of the Nautical Institute, Solent Branch.

S W

## PERHAPS

*Michael Irving. (River Tees)*

We understand the long hot summer some of you enjoyed is sadly over, with only a rapidly fading suntan and memories of evening barbecues left, to remind you. Those of us fortunate enough to live on the East Coast have somewhat different thoughts, after regular injections of fog, daily doses of sea fret. Even the weathermen introduced a note of sympathy to their forecasts as they isolated the Shetlands and the East Coast from the rest of you. To those of you only now dusting off lifejackets once again, and ordering replacement strobelight batteries, we have none of that hassle. Our "all the year round" equipment has been in use throughout the so called summer. No heat fatigue problems or exhaustion to cope with as the recovery davits and self-tailing winches have undergone weekly maintenance and overhaul. Exercises have proceeded as planned. Or is that as illusive a dream as the never ending blue skies we kept hearing about?

Perhaps to us, the onset of winter is not the shock to the system as it maybe for the rest of you. Perhaps we may be that much better prepared for the dark night, the wind off the sea, than yourselves. Perhaps hypothermia won't affect us quite the same. Perhaps all these 'perhaps' are in our imagination and perhaps we are as ill-prepared as you. Has that persistent easterly loup made us that much more sure-footed than you? Perhaps not. Are our deckhands as secure on deck as the new seat belt regulations demand of the motorist? Perhaps not. Can the cutter be certain of retrieving us — if they can find us — should we be catapulted over the side or slip from a badly rigged ladder? Again — perhaps not.

And yet, how many Pilot Services throughout the world — whether a long hot summer service or an East Coast sea fret Service — have a history **free from** near misses, **free from** happy ending accidents, **free from** fatality? May I suggest — very few. The advent of the GRP cutter, in return for its speed and manoeuvrability has guaranteed no favourites. It will catch off balance both young and not so young, both experienced and not so experienced. But we all believe it will never happen to us — until it does. Sadly, only a tragic accident, such as reported from Australia, makes those immediately involved suddenly very concerned about personal safety — all too late.

Much has been written, much has been said, about Pilot Cutter Recovery arrangements. We can argue all day about the merits of midships recovery as against stern recovery. We can bedeck our cutters with the most elaborate and up to date davits and folding stern ladders. After careful consultations between pilots and cutter crews, we can have printed recovery technique manuals giving foolproof diagrams and explanations. But in the light of all these continuing fatal accidents don't we overlook something?

**If the man in the water can't be seen, can't be found; then the best equipment and the best recovery techniques are useless.**

To every pilot, I suggest now that winter is upon us, you ask yourself — if I go over the side at night, can I be found alive, in time? And if you have to reluctantly admit, perhaps not, why not do something about it! Good automatic inflating jackets are easily available, as are water activated lights, strobe lights, reflective strips, etc. Among other things the UK Pilots' Technical Committee exists to offer help and advice on all aspects of personal safety. It only needs a letter to 20 Peel Street or to contact a Committee Member. So bring your personal life jacket up to date and get into the habit of regularly checking its buoyancy and lights, and equally as important — wear the jacket correctly — and then, should you find yourself in the water, you may **eliminate** the word 'perhaps'.

## RETIREMENTS

C H Watt

After nearly 32 years in the Pilotage Service of the Port of Aberdeen which he joined in February 1952, Captain C H Watt described it as "not a hectic service but an enjoyable one".

Before becoming a pilot he had fourteen years of Deep Sea, including four as a cadet. From 1939 to 1941 he was a Deck Officer in the Atlantic convoys, after which, until 1945, he joined the Blue Ensign under the command of Admiral Cunningham and was heavily involved with the landings in North Africa, Malta and Italy. After the war he continued as Chief Officer and Master until 1952. In his last five years as Senior Pilot he had the honour to render his services to *HM Yacht Britannia*.

We wish him an enjoyable, yet still less hectic, retirement.

*(Continued next page)*

### Peter I Bevan

After leaving HMS WORCESTER he joined the New Zealand Shipping Company as a cadet, and later was given a permanent appointment and remained with the Company throughout the war.

He joined the Pilot Service in 1948, and in the 50's was appointed choice pilot to the Union-Castle Mail Steamship Company. He transferred to the Outward Service in January 1957, and continued as choice pilot with the Union-Castle until the mail service to South Africa was discontinued in 1977. In 1971 he was elected a Liveryman of the Honourable Company of Master Mariners.

During all his time as a pilot he was a strong advocate of choice pilotage. He also hoped to see better communications between ships fore and aft and tugs. By the time he retired many of his suggestions were being put into operation.

He had always been an enthusiast of all forms of sport, since, as a young man, he was captain of the Durham's cricket team. He is vice-President of the Shipping Golf Society.

Since his retirement on 31st August 1983 Peter has suffered a stroke. He has our best wishes for a steady and full recovery.

SH



## PILOTS RECEIVE E E C RADAR GRANT

The Spurn Pilotage Control Station manned by serving pilots has operated the shore base utilising two standard marine 16" radars with an "X" band (3cm) and "S" band (10cm) transmissions, interchangeable through a switch system enabling either set to operate either independently or simultaneously on the "X" or "S" band frequencies.

The radar is essential equipment in pilotage operations and has contributed to the maintenance of pilotage arrangements without interruption in all weather conditions. The system within its limitations has proved an invaluable safety aid for vessels navigating the approaches to the Humber Estuary. After nine years of continuous use it has been decided to update the station with day light displays using 19" multi-coloured screens.

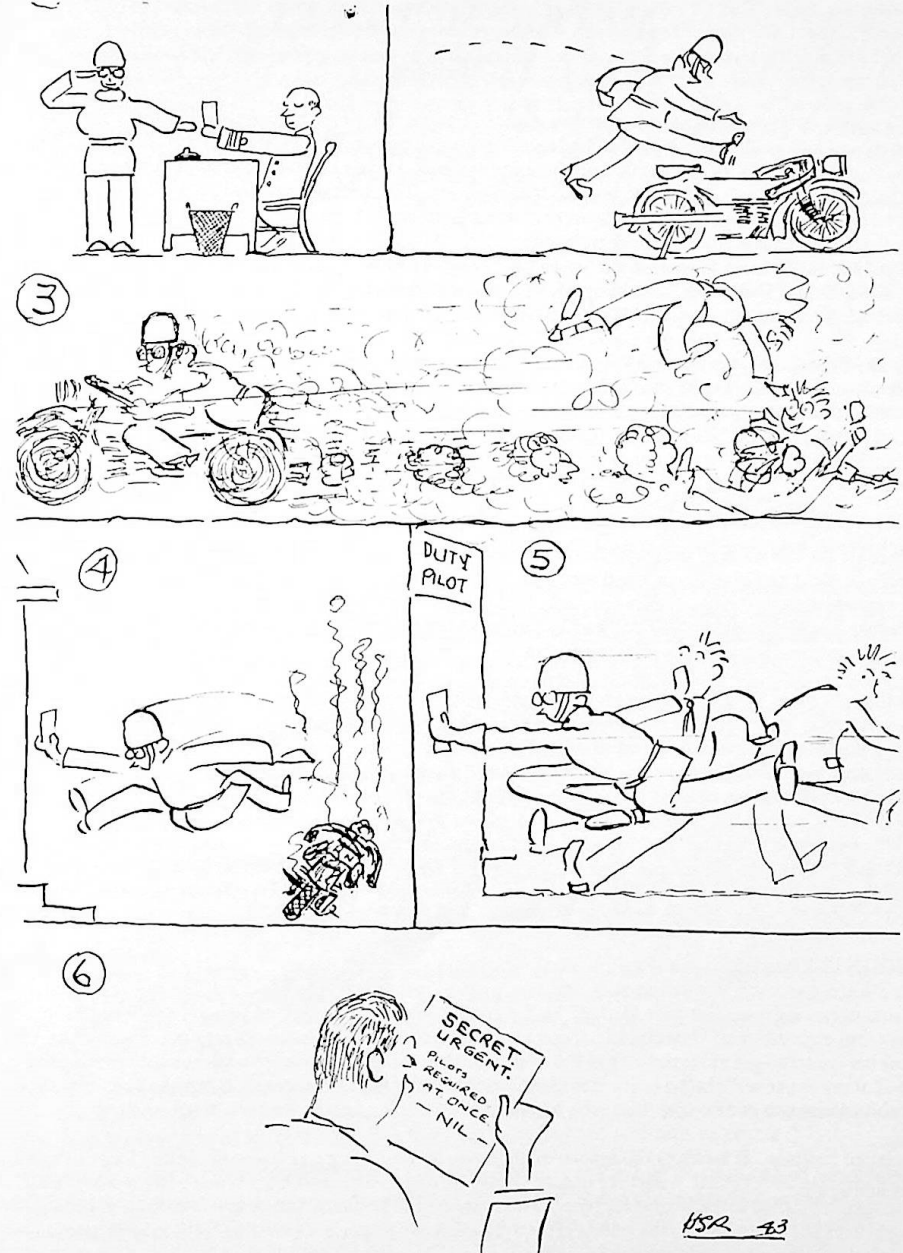
To ensure optimum display resolution the bright screens containing 1024 x 1024 pixels in stored picture elements. The raw radar information is fed to a digital scan converter system which converts polarised information into an "XY" graph-type display. Additional to bearing and range of selected targets from radar origin, bearing and range of selected targets may be ascertained from the principal floating marks in the approaches to the Humber or between any two selected targets.

The radar origin may be off-centred in half-radius increments up to  $3\frac{1}{2}$  radii along each access. This will enable an area of interest to be enlarged on a larger scale that an incident may be developed where high discrimination is necessary.

Synthetic mapping systems are included that will enable floating marks, anchorages, deep water tracks, coastline etc to be projected in distinctive colours blanking out of landmass, where required.

The first stage of this equipment is estimated to cost £156,000 plus installation, of which an EEC grant of £47,400 has been made available. Stage 2 of the update will include fully computerised autotracking and plotting.

F berry



HSR 43

## METRIC MUDDLES

*T C Walker*

It was one of those pitch black, moonless nights. A slight drizzle restricted visibility to a couple of miles and the long oily swell was a legacy of bad weather a week before. The little ship approaching the Fairway Buoy rolled sluggishly as the swells ran along her starboard side and water streamed from her washports. Piled high on her decks, almost eye level to the crew in the tiny wheelhouse was a sawn timber deck cargo, secured by chain lashings and a criss cross of steel cargo runners. It was quite commonplace for these timber ships from Baltic ports to arrive with tremendous lists of from ten to fifteen degrees as their double bottom bunkers and fresh water became depleted and the cargo on deck became heavier and heavier due to water saturation. The "FINMARK" was no exception as she wallowed in the long swells, making the steering very difficult, and vision right ahead almost impossible.

As the Pilot Cutter ran alongside in the blackness, an Aldis Lamp was shone along the top of the timber where a rough catwalk had been constructed between the short stub masts to provide a safe walkway to the bows of the ship and its anchors and windlass. A mongrel dashed out of the opened wheelhouse door and danced about on top of the wet cargo, barking loudly as we drew level with the piles of sawn timber, the little ship's gun'nal was way below our side fendering and, with the list, barely two feet above the water. "Don't worry about ze dog — he is harmless" a voice from behind the blinding Aldis sought to reassure me as I timed my step on board to keep my feet dry from flying spray.

Once on the tall stack of timber, I picked my way carefully aft over the chains and wire hausers, ducking beneath derricks and mast stays, the fresh clean scent of sawn pine arose all around me from the wet timber. As I climbed over the bridge dodger the Aldis Lamp was switched off, its filament bulb glowing momentarily red before completely dying. The dog had long since scampered back into its blanket lined box in a corner of the tiny combined wheelhouse and chartroom.

"Mind your feet Pilot" the Captain kicked the yards of heavy lamp flex into a corner and put the Aldis back in its box. The interior of the wheelhouse was in almost total darkness except for the dull orange glow of an anglepoise lamp illuminating a small area of chart on the chart table and an equally subdued compass light shining thro' a small slot in the brass binnacle, just sufficient for the helmsman to see that part of the compass card needed to steer his course.

"Where are you from Captain?" I asked the usual routine question. He answered with a name in the Gulf of Bothnia. "Will you please put your customs lights up sir — red over white. What's your draft sir" I continued with my interrogation. "Five and a half metres Pilot" he replied, and then sensing my hesitancy added "Oh sorry Pilot, I mean eighteen feet."

"EIGHTEEN FEET — a ship this size"  
"Yes Pilot, it's an old Baltic sailing ship, she's only a hundred and sixty five feet long but she has a straight bar keel and draws eighteen feet fully loaded" "It's a good job I asked, I expected you to say ten or twelve at the most — but eighteen feet!" I twittered on, quickly making mental calculations of how much water I needed at the timber wharf to get alongside. "Yes Pilot, and another thing" the skipper continued, beginning to enjoy himself at my expense. "she's a bastard to steer since they put that Diesel engine in her she's as slow as hell to turn round because of her deep keel, she has no power coming astern, and she's left handed".

I smiled ruefully "It looks as though we might have an interesting passage considering I can't see where we're going, but never mind, we'll take it easy and waste a little time as it's flood tide and the water's making all the time". I turned to the man at the wheel who happened to be black, and almost invisible, all I could see in the light from the compass was the whites of his eyes and a row of perfect sparkling teeth as he grinned at me in the gloom. "Steady her on two twenty".

The fact that the ship was left handed referred to the direction of rotation of the propeller when going ahead, this affected the ship's handling, especially when going astern. The passage up the river was made difficult by frequent heavy rain squalls obliterating marker beacons and buoys. The little ship's lamentable lack of power soon became very evident as we floated upriver with the tide, just a heavy wallowing soggy mass. She frequently ran off her helm, taking vicious lunges to one side or the other while the man at the wheel sweated and cursed in an effort to steer a reasonable course. I spent most of my time dashing madly from one bridge wing to the other, tripping or bumping into unseen hazards in the wheelhouse as I passed through in an effort to see ahead by looking along the ship's side. I got tangled up in the halyards of the newly hoisted customs signal, causing the coloured bulbs above the wheelhouse to jig about wildly and almost smash against the mast stays.

All this pantomime seemed to cause the Captain great amusement, as he sat unconcernedly in a battered old armchair lashed securely in a corner of the wheelhouse, I think he had seen it all before and took a sadistic pleasure in watching a young pilot wrestle with his almost unmanageable charge. "How much further Mr Pilot?" his deep voice boomed from his perch in the corner "I must get the crew out" "Oh just about a mile or so" I replied with a quick estimate "I think we'll try and turn her round head to the quay, seeing as how she's left handed, but have your port anchor ready, just in case we need it". "Ya Ya ze anchors are ready" he shuffled off his seat and said something to the man at the wheel who promptly left the wheelhouse as the Captain relieved him.

The timber wharf on the Tees at that time was quite busy and the timber yard known locally as OME was full of great towering piles of sawn timber. As space was short the timber was stacked, taking up every conceivable spare inch of space and coming literally within inches of the face of the quay. There was just room for an old steam crane to manoeuvre along a set of lines laid back from the quay into the yard itself.

Vague figures appeared at each side of the wheelhouse, parcelled up against the rain and cold. A couple clambered up over the weather dodgers and picked their way carefully for'ard across the soddened cargo. The rain streamed down the wheelhouse windows and somewhere ahead in the blackness lay the berth. Soon I picked out the floodlights at the entrance to Middlesbrough Dock ahead, I could just see the jib of the old crane silhouetted stark and angular against the loom of lights. "Stop the engine" — the Captain wound and clanked the controls in the dim light from the binnacle. The engines died away to an eerie silence. The only noise the suck and gurgle of water.

I strained myself to see ahead. How close were we? Too close? Not close enough? With no ready scale to relate to, we seemed to hang in limbo. We must be very close to the quay now. "Hard a-port, half astern" a clank, and a wheeze of compressed air and the engine re-awoke to a sullen grumble.

No light from the quay as the little ship began to swing across the tide. "We may have to put a man ashore to take our ropes if the boatmen hav'nt arrived" I said to the Captain. "There's a big Alsation watch dog in the timber yard and it would'nt be the first time he's had a couple of boatmen cornered and would'nt let them move" "Ya Ya pilot don't worry. Yan vill yomp ashore" I thought to myself — good for Yan!

By now the tide had really caught our stern and I held my breathe as the bow swung perilously close to the quay. "Full astern", the Captain wound on the extra power, such as it was, everything started to rattle and vibrate. We seemed awfully close when the Captain suddenly dropped the wheelhouse window with a tremendous crash and bellowed "Yomp Yan!"

I thought to myself, that's a hell of a yomp — even for Yan.  
"How long did you say this ship was Captain?" I asked, straining my eyes to see what was going on for'ard. "Fifty metres Pilot, a hundred and sixty five feet, not including the bowsprit of course."

"Bowsprit — WHAT BOWSPRIT!" I reacted as though stung. "Vee haff a five and a haff metre bowsprit Pilot, did'nt you see it when you came on board?" "No sir I did not". I thought to myself, five and a half metres, that's nearly twenty feet more sticking out ahead of us, no wonder Yan could yomp ashore so easily. I must have come within inches of knocking all the stacked timber and the old crane into the river!

## Local Secretaries

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