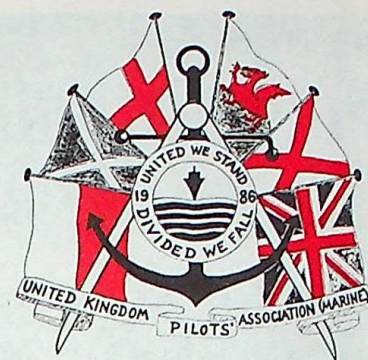


THE PILOT

OCTOBER 1989

No. 219

The official organ of the United Kingdom Pilots' Association (Marine)



Leader

Gentlemen,

It is surprising what one learns when one ventures into pastures new. I fondly imagined that after the first issue of *The Pilot* we would have two months to assess the response before putting it all together for the October magazine.

Not a bit of it. The publisher needs the whole proof edition six weeks before publication. All input has to be collected, collated, edited and arranged in order prior to that date. If pilots have something to say, an article to contribute, they have to do it NOW. Don't wait until you've cut the hedge, cleaned the car, and played a round of golf. Before you know it you're at sea again. Skip the washing up, tell your wife you have to work out her new dress allowance, and write to *The Pilot* instead. Your name in print will so confound the family, the latest Hardy Amies creation will pale into insignificance.

This quarter we've chosen the Port of Bristol as our Port Profile. A port which has been trading for as many hundreds of years as our previous choice, Harwich, has months. I thank the pilots and port management who took up the challenge. Whoever is asked to contribute in future will have a good idea of what is needed. We can surely look forward to some interesting insights into how we all work.

Response to our first issue has been encouraging, both pilots and ports have liked it, and what is more important, read it! But only one letter has been received. Obviously *The Pilot* is still too bland. We hope this changes.

In a Freudian slip, having urged pilots to respond, I omitted to print my address and telephone number. They appear inside. I would far rather have a telephone call from a

MOST EXCELLENT ORDER

Captain C C Wilkin OBE
The Pilot Office, 50 Queen Street
Hull HU1 1YB 20 June 1989

Dear Clive

It was with great personal pleasure I read the announcement in the National Press last Saturday of your award of an OBE in the Queen's Birthday Honours List.

On behalf of the Section Committee, the vice-Chairman B I Evans and myself, together with all members of the UKPA(M), may I take this opportunity to offer our most warm and sincere congratulations on this recognition of your devoted and dedicated work for pilotage spread throughout the years. I speak for us all when I say that such recognition was so richly deserved.

Michael Hooper

disgruntled pilot than cryptic comments scribbled on my car in crayon, as happened to me the other day!

Notice the column 'New Appointments'. These names are real people, joining our profession, interested in their colleagues and, I hope, the UKPA(M). At least we can overtake the Obituaries in the numbers game. It's like a breath of fresh air.

In order to make the hard work entailed in producing *The Pilot* worthwhile, would all Local Secretaries make sure that pilots receive their copy. No more bundles in the corner of the Op's Room, please.

J D Godden

140 Dover Road, Sandwich, Kent
CT13 0DD Tel No (0304) 612752



Clive Wilkin, OBE

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Feature

PILOTAGE REORGANISATION AT BRISTOL

E M Bradley

'All that is necessary to reorganise pilotage is a sensible pilots' redundancy scheme.' That was what a senior pilots' representative said one day when I was new to pilotage and eight years later, with it all passed into history, I believe he was fundamentally right.

The old Pilotage Authorities certainly got a bad press in their final years, although much of it was unjustified. As a result, when the Ports took over, many Port Authorities seemed to believe that it was necessary to impose change as a mark of their new management. A lot of these changes now seem to be counter to the general thrust of port policy, which in recent years has been away from direct employment and towards obtaining services by contract.

In Bristol we believe we have adopted an approach which has preserved the best of the old tradition

whilst facing up to the hard new commercial realities in which we all have to operate. For their part the pilots recognised that the cost to the user had to be cut and this meant what turned out to be a fifty per cent reduction in their establishment. Whether by sheer good fortune or by a conscious exercise of goodwill on the part of the pilots, this surgery was achieved with the minimum of pain.

Demand for pilots at Bristol is on a tide by tide basis and the requirement fluctuates widely. The pilotage is long and, although it is possible for an early inwards pilot to take a late sailing, the majority of pilots can achieve only one act per tide. Clearly if a reliable service in these circumstances is to be provided by many fewer pilots the responsibility for planning and allocation is best left in the hands of the pilots themselves. This meant a continu-

ance of self-employment and a contract with the Pilots' Company to provide a service on a cost per act basis. Many of the trivial functions formerly administered by the Pilotage Authority were passed over to the pilots at the same time — as a part of the contractual package.

The Scheme is fundamentally simple. The Competent Harbour Authority, as we have learnt to call ourselves, regulates the regime, deals on a business footing with the customers and collects the income. The pilots are invited to administer and provide a quality service for which they are paid on the nail. In drawing up the ground rules, every effort was made to avoid those petty aggravations which so often gave rise to contention between the shipowner, the pilot and the former Pilotage Authority.

In summary we can claim that everything has been achieved by agreement, heads have not rolled, and there is a thread of continuity through this period of change. We do not boast we have got everything right, but it suits Bristol and we are happy with our reorganisation.

Lt-Cdr E M Bradley,
RN (Retd), FRICS
Haven Master, Port of Bristol

THE PORT OF BRISTOL — PILOTAGE PRESENT AND FUTURE

Robin Young and Sam Vowles

October 1st 1988 saw the formal inception of a contract between our Company, and the CHA of the Port of Bristol, to provide pilotage for vessels bound to and from the Port. The 'Appointed Day' was additionally marked by the departure of some of our colleagues, who had taken early retirement, five others having departed earlier in the year. The remaining twelve authorised pilots had decided after long and exhaustive discussions, to continue working on a self-employed basis, and this view was welcomed by the embryonic C H A.

In Bristol, we were fortunate that working within the framework of the largest municipally owned Port in the country, we had continuity of negotiations. The members of the

Pilotage Committee became, on the 'Appointed Day', members of the Competent Harbour Authority. This is not to suggest that talks were any less difficult than those held by pilots in other Districts. Rather that decisions made at each stage of the negotiations needed no further ratification by a newly composed successor Authority. Bristol Pilots were assisted in both their thinking and presentation of their case by local representation from the Transport and General Workers' Union, which proved useful. But, as always in any unit, there are one or two people who are prepared to accept the burden of forward planning and the organisation that goes with that simple statement. In our case, Terry Russell and Sam Vowles

filled those roles.

Nine months on, Bristol Pilots have cause to be grateful for their perceptive guidance, as target figures for conditions and salary have been reached, and a legacy of excellent communications between Pilots and C H A maintained.

Re-organisation of Pilotage was not the only major consideration for the Pilotage Committee during the last few years! For some time, it had been apparent that the pilot boat fleet would need replacing. Both the *George Ray* and the *Nancy Raymond* had passed the quarter century in service, and their continued reliability could not be guaranteed.

A design programme sub-committee was set up, with pilot representation, to consider costing and a specification that would go out to tender. At the turn of the century, this may have been resolved locally.

Crockerne Pill, a village several miles inside the mouth of the River Avon, was the traditional home of the Bristol Pilots. It also boasted the two boat-yards that had pro-

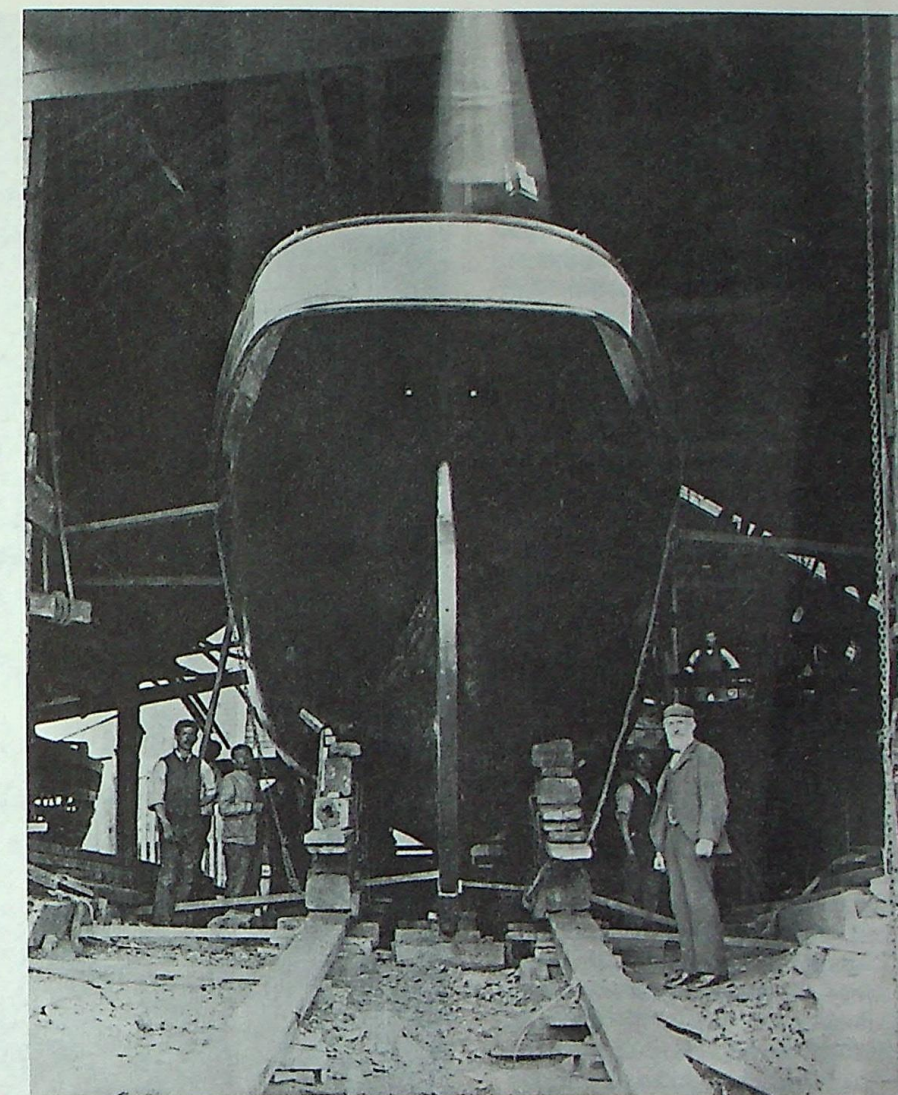
duced the famous sailing 'skiffs'. They were classics of small ship naval architecture, designed for their speed, and their sea-keeping abilities. The boat-yards have long gone, but there are still a few of their vessels in existence, the most notable being perhaps the *Cariad* in Exeter Maritime Museum.

The specification, when drawn up, emphasised the elements of reliability, durability and ease of maintenance and operation. Conscious of the requirements of the 1987 Pilotage Act, and in particular, Part 1, Section 12, the Pilotage Committee opened a dialogue with neighbouring estuarial Port Authorities, in relation to a joint boat service. Little interest and an eventual withdrawal from talks was made by those harbours managed by the Associated British Ports. Sharpness, however, saw the merits of the proposition, and are now participating members with Bristol.

The contract for the cutter was awarded by competitive tender to Dockstavaret at Docksta, on the Gulf of Bothnia; and the naval architects were Murray, Cormack Associates. Ask twelve pilots for their views on a new cutter, and twelve subjective and varied replies will result. Accordingly, the drawings, the view from the 'loftings', and the final entity, saw some fine divisions of opinions!

The 15.5 metre boat was built entirely of aluminium, and incorporated a number of concepts new to pilot boats in the Bristol Channel. The 'Man Overboard' recovery arrangements, for instance, include both a hydraulic stern platform, and a hydraulic overside boom. Already proven in a rescue, 'Harken' sheet travellers run on an aluminium extrusion situated outside the deck housing. To this, a safety harness can be attached by the crew member, allowing a fair degree of movement, as he moves to assist the boarding, or clearing of a pilot.

The designed service speed was for 18 knots, and on her trials the twin Sabre M A N diesels produced 21 knots. Noise levels are surprisingly low, the 380 hp engines have been acoustically insulated with the result being a reading of 65 db (A) at the helm, when running at 1800 rpm. The deckhouse has doors in recesses, or 'pilot porches' centrally positions on both sides; and lead into a spacious interior. The full



Rowles Boatyard, Pill. Mr. Rowles in foreground.

width console has a port and starboard steering position, with duplication of instrumentation. Pilot accommodation is of the luxury coach style seating, with an arrangement of two, and four, seats fixed around separate tables.

The boat was delivered under her own power, reaching Bristol just two weeks after her launch. At a special ceremony, she was named *Robina Fisk*, after the wife of the Chairman of the former Pilotage Authority, and took up service at the beginning of this year.

Pilots, whatever some of their original views may have been, appear to have accepted that such traditional work can be effectively carried out by this 'start of the art' pilot boat. For my part, I am particularly pleased that the transfer time between shore and vessel has been greatly reduced; the Bristol Channel has a notoriously short sea-way, unforgiving to a delicate stomach!

A recent innovation within the Port has been the V T S based at Avonmouth Signal Station. Whilst Radio Officers maintain a twenty-four hour watch system, the V T S Officers operate over a tidal 'window' period. Pilots initially assisted in setting up the style and format of the system, but when our numbers were reduced to the present levels, it was physically impossible to continue with that practice, and pilot ships. The Port then advertised for, and subsequently appointed, officers on a permanent basis.

Re-organisation not only concentrated the mind on conditions of service and salary, but on the future prospects of the Port of Bristol. It was encouraging to note the energetic marketing of Bristol internationally, by Councillors and their Officers. Already their efforts had resulted in Royal Portbury Dock being the second busiest in the country for the car trade. The

The Port of Bristol cont'd.

import of forest products had now reached 400,000 tonnes per year, and currently, 1.8 million tonnes of petroleum products are handled through the Port.

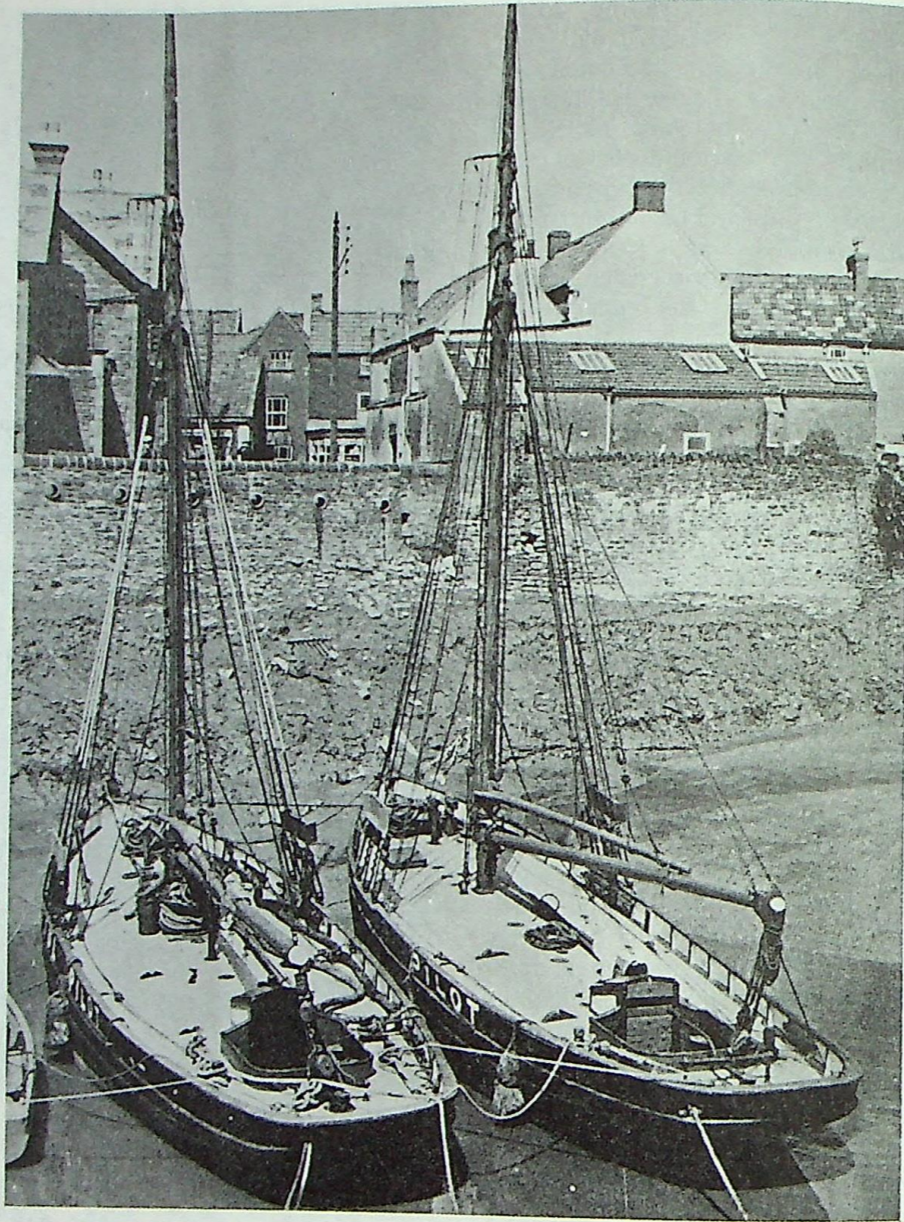
This quiet air of optimism is further sustained by the facts that Bristol has just recorded its highest tonnage figure through the Port for the last nine years, and that it is currently experiencing a level of dock-related civil engineering projects unequalled since the mid-seventies, when Royal Portbury was built.

At Avonmouth, the Bird Group of Chepstow have completed the £7 million transformation of the former Granary 3 berth, into the most modern metal reclamation and export terminal in the country. The site is now dominated by the largest transporter crane to be sold in the UK. A 7000 HP metal fragmentiser, capable of processing 250 tonnes per hour, conveys its shredded metal cargo to a six-acre water-side stock-yard. The expectations are for annual export tonnages of 300,000 tonnes from the berth that can accept vessels up to 35,000 DWT.

Further to the east of the impounded docks, 'X' berth has been commissioned by Castle Cement (Ketton) Limited. Here a 2.5 acre site has been developed as a cement import and distribution terminal. The Company have converted two former 20,000 tonnes anhydrous ammonia tanks, and installed an 800 t p h 'Siwertell' discharger and conveyor system. 11,500 tonnes discharged from the *Furunes* was the first cargo for the new complex in May of this year. The Company hope to reach a target figure of 300,000 tonnes annually.

The third major development at Avonmouth is that for BP Gas. The Company are investing over £15 million in a liquid petroleum gas facility, spread over a 14 acre site. Two spheres will hold 2000 tonnes, whilst the third will have a capacity of 500 tonnes. The LPG will arrive by rail from BP's onshore oil-field at Wytch Farm, Dorset, for storage. Delivery for UK consumption will be by road tanker, whilst the north European markets will be served through the Port's oil-basin.

The largest private investment is Redland Plasterboard, at Royal Portbury Docks: an estimated £30 million in building a plaster-



THE OLD: Traditional Bristol Channel Pilot Skiffs *EMC* and *Pet* at Pill, 1937. *Pet* built by Coopers at Pill 1907 for Newport Pilot.

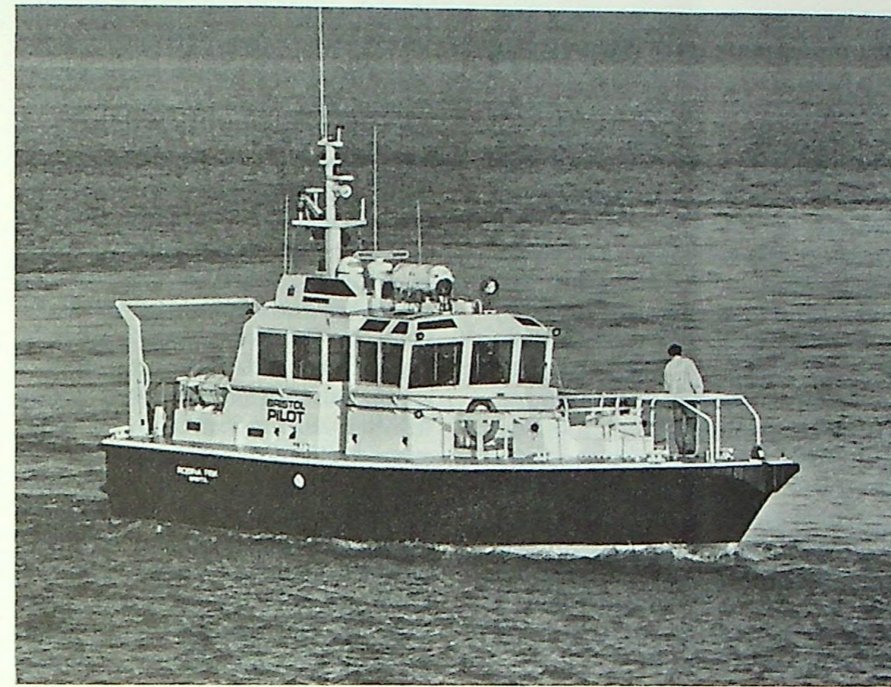
board factory on a 30 acre site. Scheduled for completion later this year, the Company will import in excess of 100,000 tonnes of rock gypsum per year from Spain. A new road has been built to link this site with the Port's direct motorway access road, and this in turn will enable further marketing of available land bordering the River Avon and the M5 motorway.

Bristol City Council have, through their Committee, approved and endorsed a long term 'Corporate Plan', which envisages investing over £40 million in new facilities and equipment over the next decade. The first major expenditure was announced early in 1989, when the Port awarded a contract for the manufacture of a pair of middle gates for Royal Portbury Dock. In

total, the work will cost in excess of £3 million; their scheduled delivery is for the end of this year.

Certainly, from the stand-point of investment, both private and public, the 'profile' of the Port is a healthy one and, as pilots, we are encouraged to think that our future livelihood bears the same promise. Reputedly, a Bristol Pilot, James Ray, piloted Cabot's *Matthew* to sea in May 1497. It is rather difficult to plan ahead for another five hundred years, but our immediate future seems in good hands.

Robin Young
Sam Vowles
Port of Bristol Pilots



THE NEW: Bristol's new Aluminium Pilot Cutter, *Robina Fisk*.



Bulk carriers line the Royal Edward Docks West Wharf, discharging coal, animal feed and concentrates.

BRISTOL'S PILOTAGE HISTORY

Andrew Adams

In common with all of the long standing ports in the United Kingdom, Bristol has a history which largely remains unrecorded prior to the 15th century, although doubtless the evidence exists, awaiting the diligent scholar.

Control over pilots by the Bristol

Corporation is thought to have stemmed from powers granted in Charters from Henry VI and Edward IV which exempted the Corporation from the jurisdiction of the Admiralty Court and authorized it to establish a Court of its own. In a dispute that arose in the eighteenth century

it was stated that under the Charter of Edward IV the Corporation had been 'conservators of the Rivers Frome and Avon . . . down to two small islands called Steep Holm and Flat Holm'. It was further stated on this occasion that 'it is supposed that the Common Council, or the Mayor and Aldermen have time out of mind appointed such persons as they thought proper to be pilots within the Port of Bristol'.

The earliest 'evidence' concerning pilotage is the oral tradition among Bristol Pilots concerning the masters of the barges engaged in the victualing of the forts at the entrance of the Avon. Two of these men are referred to by name, being James George Ray and James Shepherd. Ray is credited with being appointed by the Mayor and Corporation to the pilotage of Cabot's vessel *Matthew* in May 1497 and Shepherd with a similar appointment later in the same year. Both these family names appear amongst the lists of Bristol Pilots right down to the present century.

In 1551 a proclamation was issued by the Corporation concerning the preservation and maintenance of good order in Hungrode (Kingroad) and informing masters and owners of ships that they must heed the orders and directions of the 'Waterbayly' of Bristol and the 'pilates' of Sherehampton (Shirehampton) in the said road and that failure to comply would lead to a fine of a hundred ducats, eighty ducats being payable to the Corporation and the balance to the pilots and the waterbayly.

More conclusive evidence comes to light in 1611 when the control of pilotage previously vested in the Mayor and Corporation, was transferred to the Society of Merchant Venturers of Bristol although the appointment of pilots remained in the Corporation's gift. In 1623 the Society was making recommendations to the Corporation on the appointment of suitable persons as pilots and in 1632 recommended that one Thomas Berrie be appointed for the purpose of bringing ships from Kingroad to Bristol in the place of Roger Wade deceased.

The area over which the Society and the Corporation exercised jurisdiction was not defined or adequately stated but it has been inferred that they assumed responsibility for the whole Channel and it was not

Bristol's Pilotage History cont'd.
until Acts passed in the 18th and 19th centuries that more properly defined limits were instituted. The status of the other ports in the Bristol Channel was somewhat peculiar in the light of common jurisdiction over the whole Channel and when the Act of 1807 was passed Bristol assumed powers over all of the other ports for the purposes of licensing pilots, its previous claim to do so resting on its status as a Customs 'head port'. Swansea however claimed that they were not subject to Bristol control by virtue of their own Act of 1791.

The growth of the port of Cardiff and its increased importance led in 1840 to an attempt to break away but this was unsuccessful. To illustrate Bristol's hold over other ports an article in the 'Shipping Gazette' in 1854 stated that,

'The Bristol Corporation are naturally anxious to maintain the monopoly which they now enjoy of appointing pilots for the whole of the Channel, but we think that Swansea, in particular, is a port of sufficient importance to have a voice in the matter'.

A later attempt by the concerted effort of Cardiff, Newport and Gloucester in 1861 led to their independence under an Act creating new Districts. The reorganisation that followed this Act saw the transfer of authority for Bristol from the Merchant Venturers back to the Corporation. Thereafter Bristol's jurisdiction extended down as far as Lundy but only for Bristol vessels except that the port of Barry remained a Bristol responsibility until 1885. In 1891 the compulsory limit was withdrawn from Lundy to Flat Holm although the Bristol men continued to cruise or 'seek' off Lundy until the advent of the First World War when the attendant risks made this no longer possible and they were withdrawn to a cruising ground off Barry and Nash Point.

Cruising or 'seeking' had been traditionally undertaken in cutter rigged craft known as 'skiffs'. These varied in size from 4 to 23 tons with a crew of two or three as well as the pilot. The second man, usually a pilot-apprentice, was referred to as a 'westernman'. Pilots were transferred from the skiff by means of a punt which was a clinker built boat of about thirteen feet length. Many of the Bristol boats featured 'roller' reefing which was a great innovation

and was an obvious labour saver when operating with such small crews.

A particularly ugly and unpleasant incident occurred in 1880. The Great Western Steamship Co. decided to appoint three selected or choice pilots to their four large vessels in June 1880. The effect of this decision on the other pilots was a dramatic reduction in earnings and the reduction of the 'westernmen' to near subsistence level. Resentment against the privileged three eventually erupted into violence with the choice men being tarred and feathered by the wives of the 'westernmen' and in another incident a 'westernman' attempted to run down the cutter of one of the selected men, only being prevented at the last moment by the timely intervention of the pilot.

The smouldering resentment led to a strike in January 1881 by the 'westernmen'. The pilots were prevented by the terms of their licence from striking but of course could not work without the 'westernmen'. The selected pilots were physically prevented from leaving Pill (the pilots' base at the Avon entrance) by a chain erected across the creek by the 'westernmen'. At a later meeting it was agreed that none of the large skiffs should be allowed to leave, the younger pilots and 'westernmen' would work off the Holms piloting in and out as occasion demanded with the earnings pooled with the other pilots and 'westernmen' and the other pilots and 'westernmen' would remain to guard the creek to prevent the selected men putting to sea, any man not agreeing to this being subject to severe punishment. When the selected men attempted to put to sea on a second occasion in March 1881 they were prevented from leaving by the placing of two skiffs across the creek whereupon one of the selected men drew a revolver. The strikers responded by taking the gun from him and he and his son were given to the wives to be tarred and feathered.

The resultant commotion led to an early meeting with the City Council and eventually the strike ended in May 1881 with the selected pilotage being abandoned and the seeking system reintroduced as well as the individual competition.

This event coupled with other injustices to pilots in other ports in

the Bristol Channel led to the formation of the UKPA under the presidency of Commander Cawley.

In 1906 an attempt was made to introduce a steam cutter cruising on a fixed station at the instigation of the Bristol Steamship Owners. This had arisen because of the several instances in that year of vessels arriving in King Road having been unable to obtain a pilot at sea at the limit of the compulsory area. In support of the introduction of a steam cutter the Corporation stated that the sailing cutter system consumed 60% of the earnings whereas the steamer would be approximately 33% and thus a reduction of the rates. Nonetheless this was opposed by the pilots who argued that whilst their system was wasteful of energy and time 'we (must) compete with one another and drive one another about to see which can get the best results'. They agreed to a reduction in the rates but insisted in maintaining the 'seeking' system. Charges in the Bristol District were also compared unfavourably with Liverpool over a similar distance, being between three and six times more for vessels of large tonnage at Bristol than at Liverpool.

The practice of cruising or 'seeking' off Lundy was abandoned at the outbreak of the First World War. Arising out of the changed circumstances brought about by the war the pilots amalgamated in July 1918 thus bringing to an end the retention of individual earnings which had varied so considerably (between £182 and £692 p.a. in the three years prior to 1912), and of course the damaging and wasteful competition. As a result of this amalgamation the fleet of cutters was reduced from eighteen to four with fixed stations at Nash Point, Barry Roads, Portishead and a depot ship at Barry itself. Pilots would spend a week at sea, a week at home during which time they would conduct outward vessels and a week off duty but available for duty in emergencies.

Other changes were created by the implementation of the 1913 Pilotage Act which had been delayed by the war, such that in 1921, a Pilotage Order was made which further reduced the compulsory limits to a line from Gold Cliff to Clevedon Pier (later in 1935 this was amended to Walton Bay Signal Station), and consolidated the fixed cruising stations implemented in

1918. In December 1922 the long mooted steam cutter, the *Queen Mother*, owned by a joint stock company of thirty pilots, took up station. This was based at Barry and boarded and landed in Barry Roads. Smaller vessels were boarded in the Portishead/King Road area by auxiliary cutters and, in 1948, the ex-Humber cutter *W A Massey* was purchased for service at Portishead. This system continued up until recent times with the steam cutters giving way to purpose-built diesel cutters in 1955 and latterly to MFV type vessels. The King Road/Portishead cutter was withdrawn some ten years ago as a cost saving measure and since then all vessels have been served at Barry. Within the last few years the ubiquitous high speed launch has been introduced for service from Barry to the Breaksea.

Andrew Adams
1989

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Letter

8 Church Garden,
off Church Street,
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Merseyside L44 8HF

8th July 1989

Dear Sir,

Congratulations on the new format of 'The Pilot', I like it very much and so do my colleagues, those to whom I have spoken about it. I wish you the best of luck and success in the future. May I also take the opportunity of thanking your predecessor, through you, of the mention of pilot ties in the March 1989 edition. I still have some left should anyone like one. **The price is £6.25, not £6 as printed, which includes postage and packaging.**

I enjoyed reading about Harwich and the Haven Ports and look forward to reading about other areas in future editions. I was just a bit saddened, though, that Andrew Adams had to raise the subject of

masters' tickets. As long as he and others who think like him feel demeaned by having 1st class pilots in the profession who do not have a master's ticket so this controversy will keep 'bubbling'. In my 29 years in pilotage I have never yet heard a ship's master enquire of the pilot whether he had a master's ticket or not. He mentioned the lessening of the camaraderie with the coming of the new era. I think most pilots are aware of it and also regret it, but it is called progress and if we are to maintain some form of unity and comradeship within the UK pilot services we can do without this 'I am better than thou because I

have a master's ticket' attitude. There are some very good pilots with master's tickets but there are also some pretty appalling ones, just as there are good and bad pilots who have trained in other ways.

Once again, Best Wishes for the continued success of the 'The Pilot', long may it continue to flourish.

Yours sincerely,

Malcolm D Watts

Ports of Manchester,
Jeddah, Fujairah
and Jebal Ali!

(Malaikum Salaam - Ed)

THE PILOT

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Holyhead	A R Herbert	'Arfryn', Llaneilian, Amlwch, Anglesey LL68 9LY 0407 830625 (Home)
Inverness	W J S Burr	14 Cuthbert Road, Culcabock, Inverness IV2 3RU 0463 235264 (Home)
Kings Lynn	J W Steward	Fir Trees, Lime Kiln Road, Gayton, Kings Lynn PE32 1QT 0553 86431
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster LA1 5HY 0524 63770 (Home)
Liverpool	The Secretary	Liverpool Pilots Association, 2 Shore Road, Birkenhead, Merseyside L41 1EP 0512 002180
Londonderry	C J McCann	Shrove, Greencastle, Co. Donegal, Ireland 010 353 74 81024 (Home)
London Medway	S M Hunter	De Winton, Oak Lane, Minster, Isle of Sheppey, Kent 0795 662276 (Office); 0795 873478 (Home)
London North	I H Scott	71 Fronks Road, Dovercourt, Harwich, Essex CO12 3RS 0255 502825 (Home)
London River	P Carden	The Old Rectory, 91 Windmill Street, Gravesend DA12 1LH 0474 365149 (Home); 0474 356646 (Office)
London South	M C Battrick, Esq	7 Broadfield Road, Folkestone CT20 2JT 0303 55808 (Home)
London West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Nr Rochester, Kent 0474 822209 (Home)
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk NR32 4JH 0502 568236
Manchester	J Astles, Esq	Flat 2, Scott House, Ruthin LL15 2NP 082 423063
Milford Haven	J M Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed 06462 3150 (Home); 06462 4541 / 4596 (Office)
Montrose	J Leslie	2 Lunan Avenue, Montrose, Angus DD10 9DG 0674 75269 (Home)
Mostyn	J Southwood	Green End, Beacon Lane, Heswall L60 0DD 0745 560335 (Office); 051 342 5978 (Home)
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney DW15 1PT 0856 3987 (Home)
Penzance	E Kemp	Runnelstone, Ayr, St Ives, Cornwall 0736 796829 (Home); 0736 67415 (Office)
Peterhead	D J MacKinnon, Esq	1 Acacia Grove, Peterhead, Aberdeenshire 0779 71475 (Home)
Plymouth	M Trott, Esq	The Pilot Office, 2 The Barbican, Plymouth 0752 491381 (Home)
Poole	Mr G Greaves	78 Rosemary Road, Poole BH12 3HB 0202 66640 (Office)
Portsmouth	Mr P Fryer	The Pilot Office, The Camber, Broad Street, Old Portsmouth, Hants 0705 733230 (Office)
Ramsgate	Capt M J Owen	The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG 0843 592277 (Office)
Seaham	T L Hooper	5 North Dene Avenue, Seaham, Co Durham SR7 7BH 091 5815622 (Home)
Shoreham	R A Ball	Pilotage Service, Watch House, Beach Road, Portslade by Sea, Sussex BN4 1WD 0273 592455 (Office); 0273 452532 (Home)
Southampton	A D Foulkes	Pilot Office, Berth 37, Eastern Docks, Southampton SO1 1AG 0703 631550 (Pilots' Lounge)
Spurn	M. Wilkinson	Spurn Pilots Limited, The Pilot Office, 50 Queen Street, Hull HU1 1YB 0482 28977 (Office) 0482 648710 (Home) 080 622425 (Home) 0783 72162 (Office)
Sullom Voe	B J L Cheevers	Green Taing, Muckle Roe, Brae, Shetland 0792 206922 (Home)
Sunderland	I Swann	Sunderland Pilot Office, Old North Pier, Roker, Sunderland 0291 422694
Swansea, including		
Port Talbot	G K Geen	2 Cedric Close, Sketty, Swansea 0792 206922 (Home)
South East Wales	M L Doyle	The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG 0291 422694
Tees, including		
Hartlepool	J H Wright	Okefinokee, 31 Oldford Crescent, Acklam, Middlesbrough, Cleveland TS5 8EE 0642 241122 (Office); 0642 815681 (Home)
Teignmouth	J C Whittaker	Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth TQ14 9PR 06267 6134 (Home)
Tyne	J H Burn	44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS 0912573999 (Home); 091 4555656/7 (Office)
Weymouth	P M Runyard	24 Franchise Street, Weymouth, Dorset DT4 8JS 0305 773693
Whitehaven	C I Grant	22 Sunscapes Avenue, Cockermouth CA13 9DY 0900 822631 (Home)
Gt Yarmouth	B Collingwood, Esq	Gt Yarmouth Pilot Service, Pilot Station, Riverside Road, Gorleston on Sea NR31 6PZ 0493 64247 (Home); 0493 61715 (Duty Pilot)

Pilot News

NEW APPOINTMENTS

Port of London Authority

Nick Benson
John Clandillon-Baker
Pat Goode
Roger Tappenden
Nigel Hall
James Spencer
Chris Parks
John Freestone
Andrew Howard
Bev Minter
John Thake
Malcolm Blease
Richard Sims
Robin Bourne
John Wilson

Medway Ports Authority

John Gurton
Alan Hooper
Andrew Hill
Trefor Lee
Peter Tofts
Mark Andrews

RETIREMENTS

Port of London Authority

Geoffrey Martin
George Gay

Medway Ports Authority

John Howell
Roger Chapman
Bill Mills

INSURANCE UPDATE

As we go to press, Stuart Marshall of RCCM Ltd reports the successful launch of the new UKPA (Marine) Group Personal Accident Insurance Scheme on 1st July 1989.

More than 500 pilots are now insured and the new Scheme covers members on a 24 hour worldwide basis for a £30,000 benefit - this is payable for accidental death, loss of one or more eyes or limbs or permanent total disablement.

The new Scheme reflects the importance which UKPA(M) Chairman, Mike Hooper, places on members being able to secure compensation if they can no longer follow their own profession as marine pilots due to injury and the permanent disability benefit has been particularly designed to meet this requirement.

The new Scheme is underwritten by the specialist casualty insurer, the Continental Assurance Company of London plc, who specialise in offering cover for a wide range of unusual and hazardous risks.

CLAIMING?

If there is even the least
likelihood - remember
30 DAYS!

CHANGE IN PILOT NUMBERS

As at May 1989

	EMPLOYED STATUS		SELF-EMPLOYED STATUS	
	1987	1989	1987	1989
Aberdeen	9	9	Plymouth	3
Belfast	12	12	Portsmouth	New 3
Berwick	2	1	Ramsgate	New 3
Bridgwater	1	1	Seaham	3
Clyde	26	13	Shoreham	8
Coleraine	3	3	Southampton	40
Crouch	6	2	Sullom Voe	11
Dover	New	4	Sunderland	5
Falmouth	6	4	Swansea, incl.	11
Harwich	New	38	Port Talbot	11
Heysham	4	2	S-E Wales	29
Inverness	2	2	Gt Yarmouth	11
Kings Lynn	9	9		
Liverpool	130	55		
London				
North	103	32		
Medway	31	29		
River	52	37		
South	64	26		
West	61	28		
Lowestoft	3	3		
Milford Haven	17	13		
Montrose	4	2		
Orkney	11	12		
Peterhead	3	3		
Totals	680	441	491	400

Opinion

The hardest part of composing an opinion column is to make sure one differentiates between voicing an opinion and being opinionated. I will try and strike an equal balance.

The age range of pilots at many major ports in the UK is generally nearer 60 than 50. The average pilot will have some 20 years service behind him. He will be mature, experienced and, dare I suggest, set in his ways and hidebound. In 1989 he could be disgruntled, his lifestyle changed by the new pilotage re-organisation, having wished to retire early and been denied the opportunity.

How many such pilots are based on your Station? Do they serve on your local Committee? Or on your Pilotage Authority? Or even on your National Executive?

The Shipping Industry will listen to this age group and recognize the experienced voice, but soon the Industry will realise that the younger man has the brighter ideas and must live longer with the decisions he makes.

Pilotage is no exception. Important as were SCOP and ACOP, the Letch Agreement and the 1979 legislation, it is all history. It is the 1987 Pilotage Act which matters, an Act which refers to the future. The difficulty in persuading the 'Old Guard' to let go is well chronicled, they write books and plays, and make films about it. Equally difficult is for the younger element to take the reins and get stuck in, certainly not encouraged in the pilot politics of the past.

It is my opinion the under 50s must act quickly or in five years time they will be left with an organisation cobbled to fit elderly and secure pilots, and which the same elderly pilots will calmly discard as retirement approaches.

Our 'New Appointments' column must feature more prominently as pilots retire. Has the UKPA(M) got its act together? Where is the brochure, the invitation to join, the benefits of membership explained, the list of insurances available, the hopes and aspirations of our Association, hand delivered by a dedicated Local Secretary?

The Ports hope we will not do it. They are banking on the new pilots

Pension News

PNPF

New Rules

By the time this second edition of the new Pilot magazine is published, all members of the PNPf should have received a copy of the revised Rules of the Fund which replaced the old Bye-Laws and Rules. The changes and additions which have been introduced with effect from 1st October 1988 include the following:—

1. Guarantee for Pre 1.10.1988

Members

In order to ensure that the pension expectations of the pilots in service at 1st October 1988 were maintained, the National Negotiating Forum (N.N.F.) agreed upon the use of a formula for calculating a member's pension upon retirement. Thus, a pilot's pension accrued up to 30th September 1988 will be increased thereafter by the movement in the National Average Earnings Index and, if this figure plus pension accrued from the Appointed Day is greater than the member's pension based on total pensionable service and final pensionable earnings, the former will be payable. This is a valuable safeguard against any future reductions in pilotage earnings should they occur.

2. Retirement Date

The new Rules have been amended to allow greater flexibility in retirement ages and a pilot whose Normal Retirement Age was 60 prior to 1st October 1988 may now continue in service beyond the age of 60, accruing an additional 1/60th for each year thereafter. Under the Rules the latest retirement date is a member's 65th birthday.

Opinion cont'd.

failing to interest themselves in the Association's side of their Agreements, thus splitting the membership and the power base. The UKPA(M) should vigorously recruit. Until this new 1987 Pilotage Act has stood the test of time, and at least three years has elapsed, we all need to belong to the one organisation.

On this I am opinionated!

Panossim

New Explanatory Guide

Following the circulation of the Rules we shall issue a new simple guide to the main conditions and benefits of the Fund. This will take the form of a brochure with individual sheets, each covering a particular type of benefit, eg one sheet for death benefits, one for retirement benefits at or after 60, etc. These sheets can easily be amended and reissued whenever subsequent changes to the Rules are made. Copies of the guide will be sent to all members at their home addresses, so please let us know, in writing, whenever your home address changes so that we can keep our records up to date.

Benefit Statements

We shall also produce a benefit statement of pension entitlement accrued as at 30th September 1988 for each member which will be circulated with the abovementioned guide. The figure on each statement will be used in the calculation of pension benefits as mentioned in the paragraph headed 'Guarantee for pre 1.10.1988 members' above. We plan to issue annual benefit statements in future based on pensionable earnings at December.

1988 Reports and Accounts

The Fund's Annual Report and Accounts for the year ended 31st December 1988 have now been audited and are about to be printed. We intend to combine the circulation of the Accounts with that of the revised Rules, by the end of August.

NNF

The members of the NNF are currently discussing the use of the actuarial surplus disclosed in the preliminary results of the actuarial valuation as at 31st December 1987, but to date no decisions have been made. Mrs Betty Redmond, Secretary to the British Ports Ltd, was recently appointed Secretary of the NNF following the departure of Robin Pender.

The current membership of the NNF is as follows:

Sir Frederic Bolton	British Ports Federation Ltd
John Connolly	UKPA (Marine)
Ian Evans	UKPA (Marine)
Nicholas Finney	British Ports Federation Ltd
	UKPA (Marine)
Harry Frith	UKPA (Marine)
Mike Hooper	UKPA (Marine)

David Jeffery

British Ports Federation Ltd
Associated
British Ports

Harry Yates

Five of the abovementioned are also Trustee Directors of the PNPf and another is an Alternate Trustee Director.

Pensionable Earnings

The administration of the Fund now appears to be settling down under the new systems for both employed and self-employed pilots. The pensionable earnings of the self-employed members now have to be certified by their accountants or by their pilotage officials each year and these will be supported by Competent Harbour Authorities' pilotage accounts from 1st January 1989.

AVC Scheme

The annual renewal date of the AVC Scheme on 1st October is fast approaching and all current members of the arrangement have been sent the relevant forms to complete. This year we have obtained from Equitable Life Assurance Society some literature which shows the returns achieved in both the with-profit policy and the Society's unit trusts. The average return on the with-profits policy for the year ended 31st October 1988 was in the region of 9% which was a reasonable result in view of the stock market crash at the end of October 1987. The annual benefit statements for the Scheme will be produced by Equitable Life once the renewal data have been sent to them and we hope to receive and circulate them much earlier than last year.

Secretariat Staff

I am sorry to say that Sandra Casto, our Secretary/Administration Assistant for the past five years will be leaving to seek employment in her home area of Kent. Sandra's replacement has been appointed and I am pleased to say that Miss Helen Johnson joined the Secretariat on 17th July, so you will hear a new voice at the other end of the telephone from now on.

General

Please do not forget to let us know if there are any particular topics which you would like us to cover in future editions of this article.

Jan Lemon, July 1989

PENSION NEGOTIATIONS

Further to my Circular dated 3rd July 1989, the re-arranged 13th meeting of the PNPf Negotiation Forum took place as planned on 10th July.

At this meeting, the main agenda item was the National Secretary's letter of 26th April 1989 on the Actuarial surplus.

Hard lines were first taken by both sides on the distribution of the surplus, the ports' representatives demanding a substantial reduction in contributions from October 1989,

and the pilots' representatives being equally firm on their rights to the surplus for improvement of pension benefits.

In the interest of progress, no entrenched positions were pursued at this meeting. The points in the National Secretary's letter were discussed in detail, and the Fund's Actuary, Mr G Bell of R Watson & Sons, attended at the half-way stage to advise on the approximate costings of the majority of the benefit improvements listed.

Mr Bell was asked to produce a detailed estimate of the cost of the listed pension improvements, together with the costs of various

contribution reductions, at his earliest convenience. A meeting of the Negotiating Forum was arranged for July 28th, to progress further.

The UKPA(M) expressed dissatisfaction at the difficulty recently experienced in arranging meetings of the Forum, and a further meeting was arranged for October 16th, timed to take place prior to the PNPf Trustee meeting of 16/11.

Mr D J Jeffery, of the PLA, has joined the Ports' side on the Negotiating Forum, in place of Mr J Evelyn of Ipswich, and he is already a Trustee.

Members will be kept informed.

Michael Hooper
Chairman UKPA(M)

Short Story

PILOT'S PROGRESS

J D Godden

Chapter 2

Unable to control his instincts, Jim extended his hand and stroked the inviting stomach. Judging the distance carefully the cat raked the proffered hand with elegant claws. Snatching back his hand, Jim doubted the animals ancestry loudly, merely eliciting a smile from the Persian Blue. It was her ship after all, and as for ancestry, she had more names than any upstart foreign pilot. Got to be a female, thought Jim, washing off the blood, they invariably turn on you when you admire them most. He could remember when ships' cats were one-eyed, one-eyed and multi-parented, bred to catch rats not grace the Master's bed. Why didn't ships keep fish, more in keeping with their surroundings, although knowing his luck Jim's ship would probably have housed him in a pilot's cabin with a bowl of piranhas.

The Captain seemed unconcerned over the imminent danger of Jim contracting raging tetanus. He was far more worried about the psychological impact on 'Mimi' who apparently sulked for days if scolded. Making strange mewling noises, the Captain disappeared from the navigational scene. Consoled with a steaming cup of coffee, Jim considered his passage plan. A falling tide and some 8 metres draught meant going the long way round. At least it was a lovely morning. Seeing

the early morning sun on the cliffs always reminded him of his good fortune in not having to battle traffic jams to reach a desk by 9 a.m. So let's relax and enjoy it, he decided. 'Diez estribor', he sung out to the Spanish helmsman, 'medio', 'derecho' and finally 'dos noventa cinco'. Incarcerated on German ships these last five years, the sound of his own language was like music to the Spanish helmsman's ears. In voluble Spanish he launched into a lengthy discussion with this kindred spirit on the various merits of the new socialist government, the pros and cons of the Basques and the Catalans being self-governing, and whether Barcelona should sell Lineker to the treacherous Venables.

Jim, whose Spanish was encapsulated within 360 degrees of a circle, together with certain inappropriate protestations of love picked up long ago in a downtown Cadiz bar, fled to the bridge wing. Will I ever learn, he thought, gritting his teeth at being forced to reside so far from the cosy confines of the wheelhouse. 'Three zero five' he sung out to the helmsman, who sulked angrily at the instant abandonment of his native tongue. The German Chief Officer saved the day by inquiring if Jim would like breakfast. Crispy bacon, sizzling sausages and golden fried eggs drifted across Jim's imagination. He agreed it would be a

good idea, wondering why ships meals were always acceptable. Something from way back in his brain whispered 'Part of your wages'.

Three alterations and four buoys later, just as Jim was musing over the difficulty the cook was having getting all that breakfast on one plate, the wheelhouse door burst open. Making an entrance which Wagner would have envied stood Brunhilde. Resplendant in short, wrinkled skirt and massive T-shirt, she stood like the Colossus of Rhodes, demanding 'Var you vant it?' Jim's mind boggled, he stood speechless in awe. Brunhilde bared her teeth. It could have been a smile, but Jim was taking no chances. Sweeping his papers off the table he pointed weakly. Crashing the tray down she backed him expertly into a corner. 'Vant kafy' she said. Jim nodded, wondering how Mohammed Ali would have danced out of this one.

Sidestepping to the right, Jim's coat caught in the telegraph handle. The jingle of bells saved the day as the startled duty engineer complied with the 'Langsam Voraus' thrust upon him. Sheer weight of numbers manhandled Brunhilde to one side as Chief Officer and Pilot plunged the handle back to 'Voll'. Peace gradually returned as Brunhilde stomped disappointedly away and the Chief Officer poured water on

Pilot's Progress cont'd.
troubled oil in a telephonic explanation to an incredulous engineer.

Thoroughly out of sorts, Jim turned his attention to breakfast, raising the aluminium lid in anticipation. Bloody luxury, thought Jim, not one slice but two! The deep red speckled salami went well with the pale yellow cheese, which was about all you could say for it, the rock hard off-colour bread devoid of any lubrication. Jim thought enviously of Derrick. Probably on his second prawn foo yung by now, with barbecued spare ribs to follow.

Only one thing for it, to perform the master trick of the experienced pilot's trade. To make food disappear over the side without apparently moving a relevant muscle. Paul Daniels had a lot to learn from Jim when faced with the need to make German sausage on dry bread evaporate into thin air.

Nonchalantly strolling to the bridge wing, gazing with one hand through binoculars, the bread sailed effortlessly from Jim's lefthand back flick. But it was not his day. The German salami, less aerodynamically designed, fell like a

stone at his feet. Stooping swiftly, Jim's heel caught in the rubber matting as he turned.

Many years later the German Chief Officer was still regaling the unwary with his story of the English pilot who disappeared backwards from the bridge apparently peering through binoculars at a crumpled piece of salami he was triumphantly holding skywards.

Jim grasped wildly at the ladder

...

(to be continued)

Technical

RADICAL SEMI-RIGID PB

Dundee Port Authority has placed an order with Watercraft International Ltd for the supply of a 12m semi-rigid pilot cutter, thought to be the first British pilot boat of this type.

The decision to move away from a traditional pilot boat design of a round bilge, semi-displacement hull is a significant step in the UK's commercial boat industry.

It provides a long awaited advance in pilot boat design, which will benefit efficiency-conscious marine organisations.

The design of the boat is the result of close collaboration between Watercraft International Ltd, established manufacturer of semi-rigid rescue boats, and Alastair Cameron of Camarc Ltd, an acknowledged leader in commercial and pilot boat design.

The 12m SRB will replace a 52-ft displacement hulled traditional boat. The vessel will be required to deliver pilots from the pilot basin in the Tay pilot grounds, 12 miles distant.

In easterly weather, the mouth of the Tay experiences short, steep seas, and the supremely seaworthy characteristics of the semi-rigid form should be well suited for operating in this environment.

It is confidently expected that the introduction of the new boat, which will operate at approximately twice the speed of the previous cutter, will reduce the Port Authority's annual running costs.

The effect of operating at speeds of up to 28 knots with a lighter, more fuel-efficient hull, will mean less running hours, less fuel, fewer services and parts replacement, and ultimately a longer service life.

Notable features of the craft include construction in aluminium of the hull, deck and wheelhouse, flexible closed cell foam buoyancy collar with 'wrap-around' stem, all-round vision wheelhouse, twin Sabre 280C diesel engines driving conventional shafts and propellers through 'V' drive gearboxes, and advanced vibration and acoustic insulation.

Watercraft believe it will be the first semi-rigid pilot boat to enter

service in the UK, and possibly overseas.

For further information contact T J Wilkes, Rescue Boat Manager, Watercraft International Ltd, Gosport, Hampshire, UK, PO12 1AE.
Tel. (0705) 581331.
Telex 86266 WATVIK G.
Fax 582565.

SRB PILOT BOAT SPECIFICATIONS:

LOA: 12.0m
Beam: 4.3m
Draught: 1.1m
Speed: 28 knots (max); 25 knots (cont)
Fuel capacity: 1000 litres
Weight: 9 tonnes (approx)

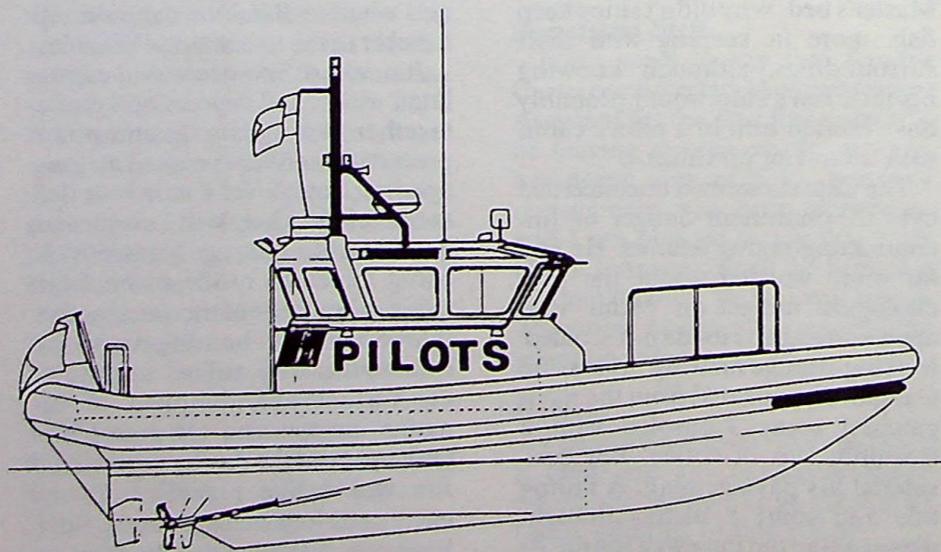


Diagram shows design of the pilot boat.

TRAINING OF PILOTS

Paper presented on 12th July 1988 to the Nautical Institute's Seminar

C C Wilkin, Humber Pilot

Past Chairman, United Kingdom Pilots Association (Marine)

Introduction

This paper has been derived from the practical experience of the author, who has been involved in every aspect of pilotage since boyhood, and who believes that the future selection and training of pilots must meet the circumstances of today, altered from the practice of the past, if we are to have well trained and competent pilots, who are able to cope with the new technology and with the electronic age of the 21st Century.

The opinions here given should be seen as presenting the view of the author only and not those of the United Kingdom Pilots' Association (Marine). I am deeply aware of the fact that pilots and seafarers, probably more than most, will resist change, but taking the facts as they are, with the decline of our merchant fleet, we have little alternative. I firmly believe that if we cannot stop change, then surely we should strive to change things to the best advantage of all.

Looking Back

To set the theme of this paper, Training of Pilots, it is necessary to look back a little way into the history of Pilotage.

In most cases the history of large United Kingdom pilot services are well documented. In the case of the Humber we are indebted to the late Captain Arthur Storey, an elder brother of the Hull Trinity House, who spent many of his retirement years searching through the archives of the Trinity House for the material for his book, *The Hull Trinity House History of Pilotage and Navigation Aids* and also to Mr W J Davis MA, a retired lecturer from the Hull Nautical College, who researched the Pilot Apprenticeship system operating on the Humber from 1800 to 1906.

Captain Storey's and Mr Davis's research revealed there were many turbulent times in The Humber pilotage, and in parts he discovered the total lack of both training and discipline amongst the pilots prior to 1800.

It would seem that the only discipline that could be exercised over the pilots during the time of the

Napoleonic Wars was to withdraw their impressment certificate of exemption. This certificate was granted to the pilots by the Trinity House and it would stop the press gangs gathering up seamen for recruitment in the wars. There are many recorded instances where the HM Revenue cutters boarded press gangs onto inward bound vessels and took men actually working on the deck, including the pilot if he was unable to produce his impressment certificate. Obviously this certificate became a very valuable document and there is little doubt that, for a price, they sometimes fell into the hands of seamen who had not trained as pilots. The service deteriorated further, and the handling of ships by untrained and unskilled men acting as pilots resulted in many accidents, and caused great concern to the merchants and ship owners.

By the turn of the 19th century the state of affairs had become so bad that the Hull Trinity House applied to Parliament for an Act to make the River Humber Pilot-Water, and for the better regulations and good government of pilots.

The Trinity House lost no time in setting up a well organised pilot service with the ability to train and discipline the pilots. The House established an apprenticeship system, and the first apprentice admitted into the Humber as a licensed pilot was a John Allen in 1796. By 1819 most of the 40 Humber pilots had served a 7-year apprenticeship. An interesting letter was discovered by Captain Storey, dated 23rd August 1848, to the Trinity House from the Commodore of Pilots concerning pilot apprentices in the pilot cutters, and I quote:

'Gentlemen, the masters of these boats have been for a great number of years much inconvenienced by feeble delicate boys who are frequently chosen when a vacancy occurs amongst the apprentices in the service. The present custom is to select a boy not exceeding 14 years of age and bind him for seven years. I beg most respectfully to ask if, in the event of an apprentice being

chosen who is 16 years of age, and bound for five years, it would not operate to his prejudice as to obtaining a licence on the expiration of his indentures. By the latter plan we could obtain boys who have been a few voyages to sea and in other respects more useful than the mere childrens now being chosen. Your most obedient servant,

Dale Brown (Commodore)

It is not recorded if the brethren of the House immediately complied with this suggestion, but it is noticed that apprentices indentures made in 1858 and 1862 show that boys aged 15 years are being apprenticed for 6 and 7 years.

This the first time we come across the requirement for sea time. Whether it was to give the boys sea experience or to put a bit of beef on them is left to speculation.

Most pilots were licensed after seven years apprenticeship. Apprentices were bound to the masters of the pilot cutters who were charged with their education and training. There were at this time seven sailing pilot cutters and each master was obliged to take three apprentices. The boys were chosen by the Commissioners and drawn from the Hull Trinity House Navigation School (which incidently is the oldest navigation school in the world, founded in 1787). Every candidate for an apprenticeship had to produce satisfactory testimonials as to character, a surgeon's certificate that he was sound in health, be able to prove he could read and write, and have a competent knowledge of arithmetic. The masters of the cutters were charged that they would instruct their apprentices in seamanship, in taking soundings, the markings of the channels, taking bearings of floating and shore marks. Each second year of the apprenticeship there was a full examination conducted by the elder brothers of the Hull Trinity House of the boys' knowledge of the river and banks, beacons, channel, and the lead. On average the apprentice would receive £40 pay for his six or seven years, and when the masters of the cutters were satisfied that the apprentice had made sufficient progress in his knowledge of the river and in the sailing of the pilot cutters, they would board him on small sailing ships, if the cutter ran out of licensed pilots, which happened many times. The records show that

some apprentices piloted between 150 and 300 small ships during the latter years of their apprenticeship.

There is little doubt that by the end of this tortuous apprenticeship, when licensed as young pilots, they had mastered the art of sailing vessels up the river and whatever the rights and wrongs of the system, it produced competent pilots who had great pride in their own ability and in their service.

This system altered little up to the beginning of the 20th century when the first steam pilot cutters were introduced. These steam cutters could now navigate in a straight line and were no longer subject to the variations in the wind, weather or tide, and the learning by practice of the art of sailing became lost to the apprentices, so it became necessary that before they were licensed as pilots they had to complete at least 16 months at sea sailing ships of such size not less than a Bent Top-Sail schooner. This practice continued to the beginning of the Second World War, by which time there were so few sailing ships about that ex-pilot apprentices had to pay the masters of the sailing vessels for the privilege of working on board. Indeed, when I was first bound an apprentice in 1947, many of the senior pilots held square rig, as well as foreign going certificates.

The gradual changeover from sail to steam brought many problems with regard to ship handling. Up to that time, once the pilot had sailed the vessel to the port, the docking was undertaken by warping, and latterly by steam paddle tugs, and the active pilot had to learn, by experience and word of mouth, the new techniques of how to handle steam driven vessels. Their skills and training had then to be handed down by the senior pilots to the new generations, with the pilots themselves setting the standards for training and professional behaviour.

My own training consisted of two years pre-sea training, followed by six years as an apprentice bound to the Humber Conservancy Board. During these six years the duties of an apprentice were many, and involved manning and boarding boats, acting as crew to the pilot cutters, eventually acting as Mate to the Master of the Cutter, steaming the cutter up and down the river, anchor work, accompanying first

class pilots on duty, both on the river passages and on the docking of vessels.

During the last year of an apprenticeship, having successfully passed yearly examinations, an apprentice would frequently be boarded on small underdraft vessels when a shortage of licensed pilots occurred, always flying the 'G' flag to ensure he was relieved by a licensed pilot as soon as possible. He had to undertake a full Second Mate's course at the navigation college and had to have a thorough knowledge of chart work of The Humber and of all aspects of pilotage, radar observation course, together with a radar simulator course and had to be capable of passing a Second Mate's Certificate. At least two years sea experience was required to obtain the Department of Trade Certificates of Competency.

When a vacancy occurred in the service, the senior time-served ex-pilot apprentices would be called back. In those days he had to hold at least a Second Mate's Foreign Going Certificate. He was required to pass an examination and to serve, at his own expense, 14 days training accompanying a first class pilot on duty, where it was required, and he had to enter and leave every dock and haven on the river together with arriving and sailing from every jetty on the flood and ebb tide. On being licensed he served two years as an under-draft pilot and a further two years as second class pilot limited to 19 feet draft after which, depending on record and reports from pilots, he would be promoted to a first class pilot, by which time he would have conducted, on average, over 400 vessels. With the arrival of the VLCC, a further six years as a 1st class pilot was required. After acting as an assistant to the pilot on VLCC, he would then be placed on the senior pilot's list and would undertake the pilotage of VLCCs.

It was a fairly comprehensive training system, similar to most ports where an apprenticeship was in operation, its main drawback being, owing to the varying trade patterns on the river, that there were times when there were insufficient time-served apprentices for the needs of the service. It would become necessary to recruit candidates from the merchant service. Such candidates were, in the first instance,

drawn from local regular traders such as Ellerman Wilson Line, Associated Humber Lines, and the United Baltic Company, etc, and were preferably officers who held pilotage certificates, but alas, as you are all well aware, such local companies gradually went out of business.

This apprenticeship system failed due to the large pilot cutters being withdrawn, with the pilots working from the shore base boarding and landing by fast launch, and by the 1970's the pilot service had to review it's policy on recruitment. With no ex-apprentices or local ships' officers available the training period had to be increased to three months, and the candidates had to have a master's foreign-going certificate, and I am pleased to say that I was involved in the negotiations to get rid of the imposition on a candidate of having to undertake and train at his own expense. This gave the service a wider selection of candidates, as many young officers with wives and children simply could not afford long periods off pay.

Today practical time is spent with first class pilots and the examination is split into two parts, the first consisting of purely geographical features, ie tides, depths, buoys, etc and the second examination being practical. A large table approximately eight foot by 10 foot has an unmarked chart printed on it, where a candidate must set out the buoys, explain the set of tide, use models to describe how each and every dock and jetty is approached, particular attention being paid to times and set of the tide. This examination is assessed by elder brethren of Trinity House accompanied by a first class pilot and, before such examination can take place, a bridge book, which candidates must keep, is examined by the commodore of pilots, and on his say-so the examination may proceed. This bridge book records every trip undertaken with pilots to every berth, dock and haven. It must describe the depth of water at all jetties, the length and breadth of locks, etc, prove that they have been on board both head and stern tugs out of every dock and on to every jetty, and prove also that they have accompanied the buoy tender and also that they have accompanied the survey launches.

In the early 1970s, considerable unrest was shown in the shipping

industry that pilotage had become dated, and that the stranglehold of the 1913 Pilotage Act was inhibiting modernisation of pilot services. Accordingly the government set up the SCOP (Steering Committee On Pilotage). Their recommendations were published in June 1974. One of their prime recommendations was that there should be a central pilotage authority, which would be responsible for every aspect of pilotage, including the training of future pilots.

However, as you are all aware, the SCOP recommendations, although unanimous, were never implemented, and a further committee was set up, ACOP (Advisory Committee on Pilotage), which recommended the establishment of the Pilotage Commission, which in turn set up, amongst other things, a committee to look into the training of future pilots, and circulated all pilotage authorities for their views. I have read the papers presented by the 26 pilotage authorities and many pilots with great interest. Most of the recommendations on training are contained in this paper. The majority of the papers returned indicated that the basic qualification for entry into a pilot service should be a Master's Foreign-going Certificate (MFG).

Looking Ahead

Following the further reduction in the British Merchant Navy, from 1378 vessels over 500 GRT in 1978 to less than 500 vessels in 1987 (and still falling), pilot services in the future are going to be hard pressed to find **British** officers who hold foreign-going masters certificates, so I would venture to suggest that we consider returning to an Apprenticeship Training system where early recognition of a career in pilotage is indicated, based on a new concept that **no sea service is required** and, like the teaching hospitals up and down the country, we can have training ports, that would take young men and women of the age of 18 to 20 with at least two 'A' levels, in Mathematics and in Physics.

These young people would undertake a training course lasting up to five years, where they would train and study every aspect of pilotage, eventually ending their training period with a degree in Nautical Studies or BSc Engineering.

This course would start with a short probationary period, accompanying pilots on duty, to enable them to assess the profession and judge for themselves as to whether they have the aptitude for the work in the future.

During these five years there would be release to a college of Higher Education. They would be required to follow a strict timetable, where time would be spent with pilots, also acting as deckhands on the pilot launches, working on the deck, the bridge of the local tugs, and assisting the officers of the surveying launches and buoy tenders. They would spend time with the pilot Masters in the pilotage operations room, and the officers of the Port Vessel Traffic Services, observing and monitoring the shipping movements from the shore based radar, undertaking a course in radar simulations, spending time with the hydrographers, naval architects and engineers' department, and in the final months of training accompanying company pilots on duty, where they would be allowed to handle vessels in restricted water, under the supervision of pilots. In other words, they would be given a fair working knowledge of every aspect of the river, and on being authorised as a pilot, depending on the district of their choice, join the class system operating in the Port.

Conclusion

Ever since the first beacons were introduced to assist the mariners, development and improvements have been taking place, and I believe each generation of pilots and mariners have adjusted to their particular times. We have now entered an age of micro-processor technology that is revolutionising the performance of nautical equipment, which in turn is bringing vast improvement to ship propulsion and manoeuvring performance of vessels.

I consider this approach to the training of future pilots far superior to the present system, which requires long periods of wasteful sea time to obtain a Masters FG Certificate before entry into a pilot service, whereas a degree in Nautical Studies or a BSc Engineering would give these young people a grounding in microprocessor technology to enable them to master the techniques, and approach handling of an advanced

ship design and of computer driven vessels of the future with confidence. They would be able to communicate with the port engineers at their level with regard to the building of berths, fendering and the positioning of bollards, and to understand the problems the engineers have, and the engineers understand the problems encountered by pilots at difficult berths.

Finally, if for whatever reason pilots of such discipline find themselves unable to continue in the chosen profession, they would have the qualifications necessary to be accepted for employment with the Port or with Industry, with the opportunity to rise to senior management, whereas at present a marine qualification limits them in most cases to menial work ashore.

SHIPS OF THE PAST

F H Eagle

In 1952 Ellerman Lines took delivery of the *City of Port Elizabeth*, first of a series of passenger/cargo ships. The other vessels came into service over the next year or so: *City of Exeter*, *City of York* and *City of Durham* and, for almost two decades were engaged exclusively in the UK/South Africa service, all passengers being carried in only one class.

These ships, being very well appointed, were very popular with passengers and crews alike and known amongst City Line personnel as the 'Big Four'.

The principal details were:

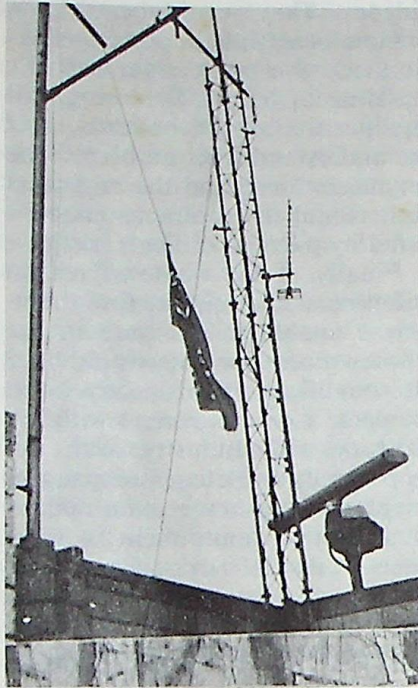
Length overall	541 ft
Beam	71 ft
Gross tonnage	13,363
Net tonnage	7,573
Service speed	16 knots.

In 1971 these four fine vessels were bought by Korageorgis Lines of Greece and renamed:

Mediterranean Sky (ex *City of York*)
Mediterranean Sea (ex *City of Exeter*)
Mediterranean Island (ex *City of Port Elizabeth*)
Mediterranean Dolphin (ex *City of Durban*).

After delivery to Greece, two, the *Mediterranean Sky* and *Mediterranean Sea*, were converted to passenger /car ferries for the service between Greece and Italy with a capacity of approximately 800 passengers and, as far as known, are still engaged in this trade.

Coastlines



T H Pilot Station Gravesend, 30.9.88 ,
 Photograph by Author

One Year On

The accompanying photograph is not a 'What is it?' puzzle – no prizes for deducing that the flag shown at half mast is a reminder that at sunset on September 30th, 1988, the Trinity House Flag was lowered from over the pilot station at Gravesend for the last time. Under the provisions of the Pilotage Act 1987, responsibility for pilotage in London was handed over to the PLA from the 1st October.

Trinity House had been the pilotage authority in the London district for 475 years, being granted a charter by King Henry VIII in 1514, and there has been a pilot station at Gravesend since the early part of the eighteenth century.

This was truly the end of an era!

F H Eagle

Nostalgia

Fred Eagle offers to run a feature which deals with ships past and present. Readers are requested to suggest what ships they wish researched and he will do his best to comply. Photographic material would be appreciated and returned.

Please write to F H Eagle, 27 Aintree Close, Gravesend, Kent DA12 5AS.

Conner

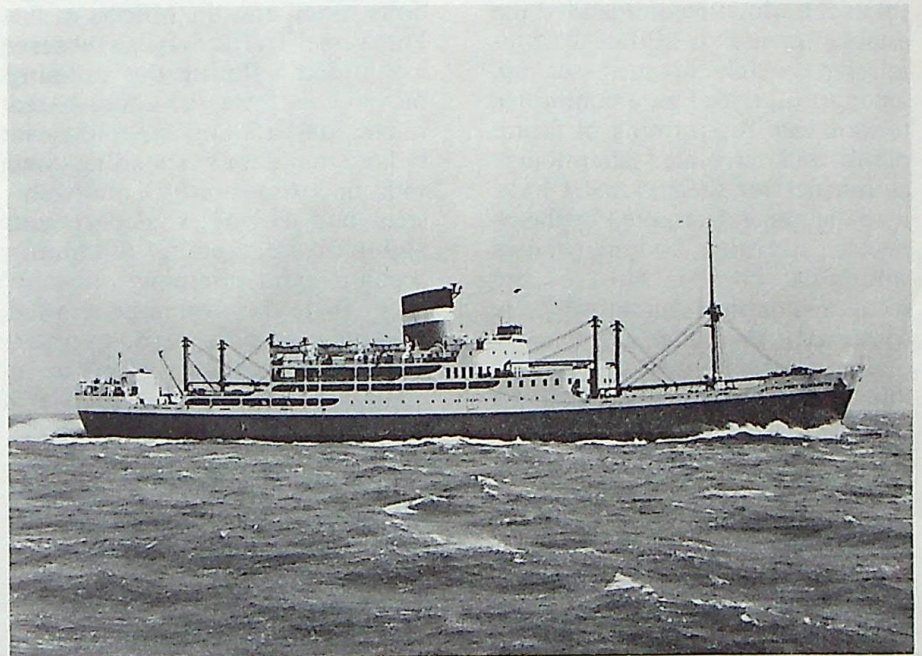
Who spotted the Pilot Cutter on the front cover of the July issue was not the *Aerial* but the *Pathfinder*, presently owned by Estuary Shipping Services? Just to make sure you're reading it!

Ships of the Past Cont'd.

Of the other two, one was disposed of for scrap almost immediately, whilst one was kept laid up in Greek waters for a number of years with the owners possibly using spare engine parts, etc., to keep the two converted ships in service.

I doubt if any ex-City Line men would recognise their old ships, especially as the livery is a bright yellow hull with red top line and red boot-topping with a blue stripe through it.

Photographs from
 Laurence Dunn Collection



City of Port Elizabeth

Mediterranean Sky (ex City of York)

