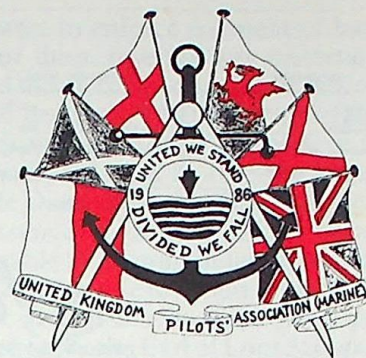


# THE PILOT

APRIL 1990

No. 221

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



## Leader

### Gentlemen,

Our first year of the revised *The Pilot* magazine is concluded with this issue. The editorial board would thank all those who have risen so nobly to the cause and written articles and features for these last four issues. The board would apologise to those pilots whose contributions, through lack of space, have been held back to a later issue. They also apologise to all UKPA(M) pilots whose magazines have arrived later than the month printed on the front cover. If ship's E.T.A.s were as reliable as the production of *The Pilot* there would be an awful lot of demurrage to pay! The editorial board hope to rectify our shortcomings with future issues.

It may disturb pilots to know that we have received comment as to how well those ports so far profiled have fitted into the new scheme of things, and how content the newly contracted pilot seems to be. Not so, we are informed, in all ports, where the transformation was, and is, traumatic and disadvantageous. I quote, 'I think there are a few horror stories in small ports which would not bear telling, perhaps classified under "Tales of the Unaccepted"'. Doubly sad is the well-understood refusal of those ports to be 'profiled'. The balance is apparently so fine that a detrimental port profile could even jeopardize a pilot's livelihood.

In the light of what Panossim has to say about the costs to younger pilots, perhaps the Section Committee could identify and do more to help those ports so unfortunately placed. After all, who else is there?

J. D. Godden,  
140 Dover Road,

Sandwich, Kent CT13 0DD

Tel No: 0304 612752

## Feature

# THE SOLWAY PORTS

Previously the Trinity House Pilotage District of Whitehaven and Maryport

## MARYPORT

The northern-most port of the District, Maryport, began life as a small fishing hamlet, Alnefoot, later Ellenfoot, finally being changed to Maryport by Humphrey Senhouse in honour of his wife Mary. From its early beginnings fishing has played a large part in the life of the port and, to some extent, is making a comeback today. The herring have now disappeared from the Solway Firth and with them the large fleets of boats that fished the waters. It was early in the last century when Maryport came into its own as a commercial port. Coal and the iron and steel industry played a great part in the port's development and by 1843, when the Solway was surveyed by Commander Denham, RN, for the Lords Commissioners of the Admiralty, he was moved to make a number of recommendations for the development and improvement of this fast growing port. Many additions and extensions to piers and breakwaters were made about this time, including the navigation marks which had been somewhat primitive.

It is around this time that we first hear of pilots at Maryport, although it is presumed they existed previously, as the only harbour or port light up to that time was a lantern which a gentleman called William Curry placed in his window at night, his house being strategically placed at the river entrance. There is no record of his being paid to do this, or if he was one of the early pilots who vied with each other for the

increasing number of vessels using the port. Trade was booming and the Elizabeth Dock was built, the first closed floating dock in the country. In 1845 the railway line was opened to Carlisle and in 1857 the Elizabeth Dock, some 600' × 240', came into operation. The boom continued and another dock on the south side of the river, the Senhouse Dock, some 850' × 300', was opened in 1884. At this time the Senhouse family owned everything, the port, the town, the mines, the iron and steel works. The pilots must have been busy providing a service to sailing vessels of all types and to

## In This Issue

Leader: John Godden

Feature: The Solway Ports  
☆ Charles Grant

Pilot News: Retirements

Opinion: Panossim

Viewpoint: Michael Grey

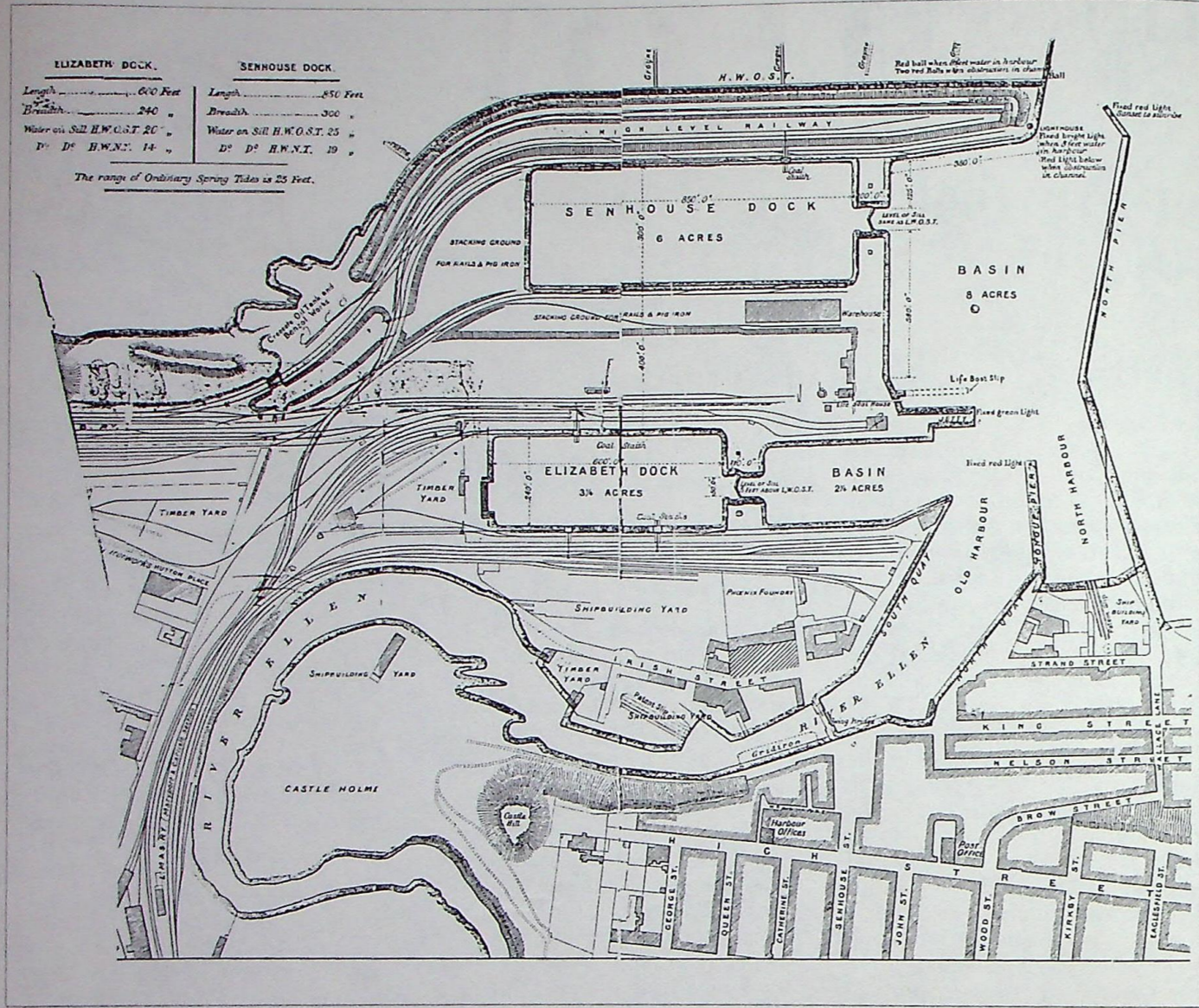
Ships of the Past:  
Fred Eagle

Pilotage: Harry Fountain  
Work & Rest: N C Walker

Letters: W S Scott  
P F H Woodhead  
Gerald Box

Short Stories: JD Godden  
John Rich

Coastlines



steamers plying worldwide with coal, railway track and pig iron. In 1850 there were 133 vessels registered in the port with a tonnage of 18,512 tons. In 1883 there were 3 sail-makers, 1 rope spinner, 2 ship builders, 5 shipbrokers, 5 ship chandlers, 5 timber merchants, 2 engineering firms, 12 colliery owners, 23 ship owners and 49 master mariners. Strangely, there is no mention of pilots. However, that they existed and that their peers and fellow seafarers appreciated them is evident in a testimonial from the master of the *Golden Horn* who stated 'This is to certify that John Little piloted the *Golden Horn* in and out of Maryport in a heavy draft and in bad weather to my entire satisfaction. I can recommend him as a good and trustworthy pilot for this port'.

Maryport continued as an important port well into the 20th century and was, with Whitehaven, equally

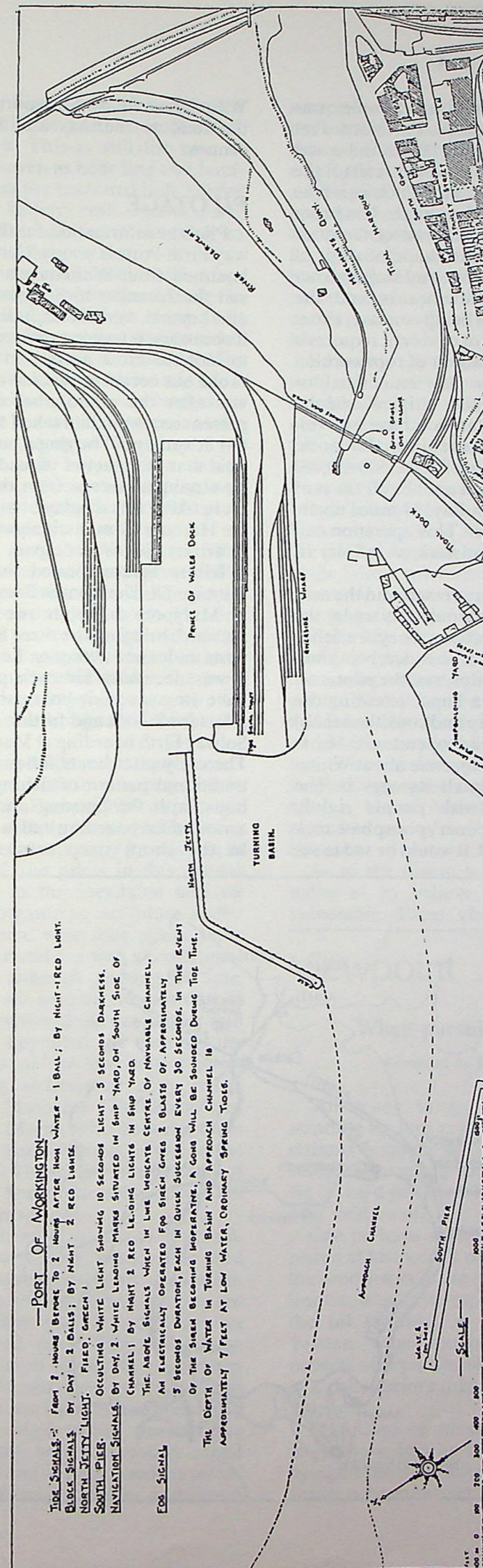
as important as Liverpool, becoming known as a coal port. In line with Whitehaven and Workington, Trinity House was requested by the Harbour Commissions to provide an organised, qualified, Pilotage Service. The port eventually died commercially in 1957 due to excessive siltation, too expensive to be rectified by the declining trade. The proper number of pilots was reduced from 8 to 5 1/2, this strange figure being the norm until the Appointed Day. Linking the Solway ports together, it is interesting to note that the pilots of old apparently thought nothing of walking the six miles between Maryport and Workington to man the Station at tide times!

**WORKINGTON**

The port of Workington is situated at the mouth of the River Derwent, providing access seawards to the

Irish Sea. For many centuries there has been a port at Workington, used in its early days as a point through which trade was conducted to other ports in England, Scotland, Ireland and the Isle of Man. Perhaps the earliest mention of Workington was made by Leland, Henry VIII's historian, who made a tour of the county between the years 1534 and 1543, writing that 'Ships come to a little fishing town called Workington'. In 1590 Hutchinson the historian says Workington was 'The chief haven of the County of Cumberland', although apparently they could muster only 10 ships to support the realm.

At the beginning of the 19th century the Earl of Lonsdale, who owned the north shore and Henry Curwen, the Lord of the Manor, who owned the south shore, went to considerable expense to repair and improve both sides of the harbour. At that time there were insufficient



powers to enforce payment of harbour dues, revenue was uncertain and the piers and quays were falling into decay. In 1840, 1861 and 1863 Acts were passed in Parliament to remedy this and in 1865 the Lonsdale Dock opened at the north-west entrance to the harbour, being capable of accommodating vessels of 2000 tons deadweight. In 1865 an Act of Parliament transferred the harbour to the Earl of Lonsdale and a breakwater was constructed extending 300' seawards. In 1900 the Workington Dock Company was formed to acquire the harbour and the dock.

Coal and imports of iron-ore and the export of steel products increased and in 1927 the Lonsdale Dock became the Prince of Wales Dock, having been widened and deepened to take vessels of 10000 tons deadweight. The port became a British Steel port and the glare of the blast furnaces could be seen from the Isle of Man to Kirkcudbright, an aid to navigation when heading for the Solway Firth. In 1974, due to the cuts in steel production and the closing of the plants and mills, the port was passed to the control of the Cumbria County Council. Although the import of iron-ore had ceased, the export of steel railway lines and the export of open cast coal mined in the area continued. The port went through a phase of reducing cargoes in the next few years, but since the turn of the 1970s cargoes have been on the increase, 1988/89 being very successful.

Although being a mainly bulk handling port, diverse cargoes are common, the Port Management having shaken off its complacent nationalised industry attitude and is now very forward looking subject to the repeal of the Dock Labour Scheme. A modern automatic bulk coal terminal is in operation, capable of loading at 1500 tons per hour. Two new Portal cranes lifting between 15 and 30 tons should be installed in 1990, the stocking area has been increased by over 70%, serving ships between 200 and 10,000 tons deadweight. The largest vessel so far was the *Delambre* of 14,000 tons. The Prince of Wales Dock accepts vessels of 145m length, 20m beam and 8m draft. It has facilities for RORO and container traffic, tankers, bulk and general cargoes. Serving some 250 to 300 ships annually it has super-

seded Whitehaven as the foremost Cumbrian port.

### WHITEHAVEN

Whitehaven's main claim to fame is its import of phosphate rock for its one user, the Marchon Works of Messrs Albright and Wilson. It handles over 250,000 tons of phosphate rock and over 50,000 tons of acid per annum. The Marchon Works, established in Whitehaven after World War II, has replaced the coal mines as the area's staple industry. The main product of the factory is the making of detergent material for national soap companies from the phosphate ore. Sulphuric and phosphoric acids also pass through the port.

Historically Whitehaven was a coal mining town, with coal extending up to 7 miles beneath the sea. Deep-mined coal was exported through the port, peaking in 1927/28 at 400,000 tons. All eleven town pits are now closed. Whitehaven's history is varied and interesting, an old natural harbour, it was used by Agricola to provision his Roman legions. It was first designated a port in 1125 when the port's rights were vested in the monks of the newly founded Priory of St Bees. The first quay was built in 1631, others followed building up the area known as the South Harbour, now the focus of a vibrant fishing industry, where a flourishing trade existed between Virginia, Maryland and the West Indies with the port of Whitehaven. This was an era of rum, sugar and slaves, the Sugar Tongue and Lime Tongue quays in the harbour being witness to the trade.

Ironically it was a boy of 12 years who came from Scotland to serve his apprenticeship with a Whitehaven shipowner who later helped to end this period of the port's prosperity. He was John Paul Jones, later known as Paul Jones, whose infant American Navy did so much damage to our economy. Coal slowly became paramount, Sir John Lowther, a Whitehaven man, developing the coal fields and exporting through the harbour. It is said that 114 vessels once sailed from the harbour after a spell of bad weather, although this could have included all the Solway ports.

The famous and beautiful West Pier at Whitehaven, built to the

design of Sir John Rennie, was completed in 1838. The North Pier was completed in 1841, and a wet dock opened in 1876, called the Queens Dock. This dock can take ships up to 82.5m length, 12m beam and 5.5m draft. However the dock was built for the shape of ships of the day, the Gateway sloping outwards and downwards and the quay frontage being concave. From a pilotage point of view it requires an inordinate amount of ropework on the knuckles, the articulated or banana shaped ship would be welcomed! Marchon have two vessels which trade into the dock, ferrying cargoes from 2,500-30,000 ton ships which anchor off the port or in Wigton Bay, 24 miles north, in bad weather. This operation can take from one week to infinity in winter!

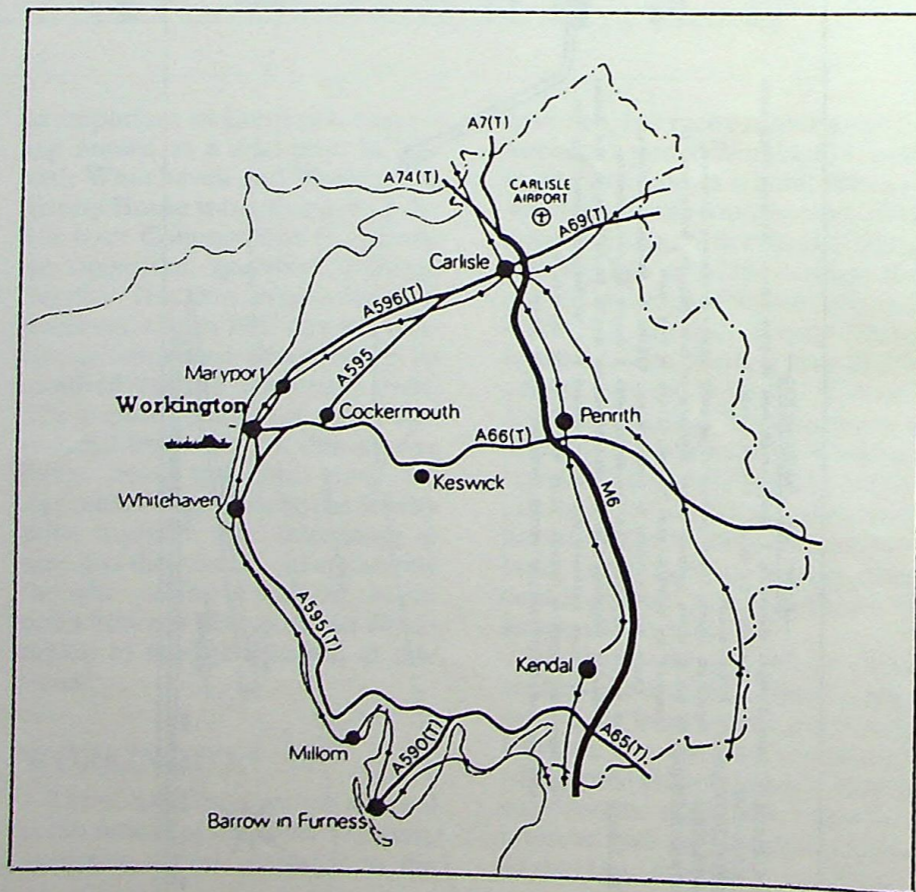
The two ferry vessels and the acid tankers are compulsorily under the Pilotage Directions. They are deliberately kept short-handed, being laid up between ships, and the pilot is an essential extra hand, releasing the master to tie up and cook the lunch! With only one operator there is continuing conjecture about Whitehaven having all its eggs in one basket and with people rightly becoming 'greener', phosphate rock is a dirty word. It would be sad to see

Whitehaven follow Maryport down the road to marinas and leisure centres.

### PILOTAGE

Pilotage information for the Solway Firth Ports is scanty. Certainly, boatmen from Whitehaven would sail the 2.5 miles to St Bees Head and beyond, and row that distance if necessary. It was common practice to 'nobble' rival boats and fights broke out between rival factions. It was after the grandfather of our present coxswain had taken the unfair advantage of buying a powered boat that the practice of leading in by waving a lantern from the pier set in. After this display of anarchy the Harbour Commissioners turned to Trinity House in despair.

Trinity House formed the new Pilotage District from St Bees Head to Maryport to points two miles seaward, bringing the three Solway ports under one authority. Logically it was necessary for each port to have its own pilot boat, with the pilots for Silloth and further up the Solway Firth boarding at Maryport. The early pilot boats followed the traditional pattern of fishing boat hulls, with the housing and deck arranged for boarding and landing. In the short, steep seas of the



Solway Firth these boats provided an admirable platform from which to work. This is still the case at Whitehaven as boarding and landing from the anchored bulk carrier and/or its ferry craft is particularly hazardous due to its inability to provide a lee.

The increase in traffic at Workington, coupled with the necessity to board and land large ships at St Bees Head meant the district needed a fast boat. It is sometimes used for 5 or 6 jobs during a 4 hour tide and a 40ft Nelson craft was bought in 1982. It is now the intention of the Port Authority at Workington to replace this boat with a multi-purpose craft, capable of being used as a tug, a dredger tower and a pilot vessel and survey craft.

The ports of Workington and Whitehaven are now separate CHAs and have the responsibility of running their own pilot boats. This has taken a tremendous burden off the pilots, a burden which would have been intolerable under the new pilot boat regulations, with the authorities being able to set the rate.

Having made various and numerous representations in response to the Green Paper of 1984 on pilotage, mainly with the hope of maintaining one central authority for pilotage in the UK, the pilots in this district bowed to the inevitable and set about organizing our future. At the time there were four pilots, three full time and one with a provisional licence although working full time. Firstly we secured the position of the provisional licence holder and he was upgraded. We then lost the services of the two oldest pilots through sickness or early retirement, Malcolm Ditchburn and Jimmy Meeks, who between them had 58 years of loyal service in the district. Tragically, Jimmy died of cancer before he could enjoy his early retirement.

Our next move was to approach our new CHAs, Workington and Whitehaven (Maryport applied for, but was refused, CHA status), to see what they had in mind for an employed pilot. The reply from Whitehaven was quite clear. They wanted a pilot as and when required on the same basis as had previously existed, they would provide the pilot boat, which obviously suited both parties as it removed the pilots' financial responsibility, and would

accept the role of Pilotage Authority cum CHA. Workington however thought differently. They offered an employed contract to one pilot and a relief pilot. This was unacceptable because the remuneration offered for working two tides a day, except for Council-based holidays, was based on the Harbour Office pecking order, which prohibits the pilot earning more than the Harbour Master.

Because of the obvious difficulties with servicing two ports, one with employed pilots and one self-employed, it was decided to investigate the possibility of forming a co-operative as had been successfully done in other UK ports. The idea of using Trinity House was mooted but received a cold reception from the CHAs. Approaches were made to the Silloth pilot whose CHA was Barrow-in-Furness and, after lengthy negotiations, he eventually joined. The Appointed Day was looming large when by a happy chance we contacted the River Dee pilots. We all agreed to combine and formed the North West Pilotage and Marine Services Limited. With this company formed we returned to Workington, the end result being after a lot of horsetrading they agreed to use us on a Contract of Services.

As to the future we are not so naive as to believe we are not vulnerable. Faces change in the

CHAs, personalities change, trade patterns change and pressures dictate. The contract we have agreed is for five years and, even after the initial shakedown period, things may become different. In the meantime we work to integrate within the co-operative, we are all 'Sole Traders' and self-employed directors, offering our services direct to the shipmaster as self-employed professionals, presenting a personal bill for services. Our intention is to become fully interchangeable between our respective ports, so that we can achieve a proper system of back-up and relief.

We have a local Common Purse, with our agreed time-out and relief system for sickness etc., with a full share continuing for six months if due to illness. Naturally we accept that in a small port situation we are taking the risks that all self-employed professional men take. There are certain safeguards written into the Contract for Services, but 'force Majeure' whichever way it operates always has the last word. Having said that, and looking at the state of the UK merchant service and its personnel, it could come to pass that many ports may be thankful in 5 or 10 years time to be able to obtain a qualified and professional pilot at all.

Charles Grant  
North West Pilotage and Marine Services Ltd

## Viewpoint

### When pursuit of the drunken sailor is taken too far

Reprinted, by kind permission, from Lloyd's List, 21st September 1989

'All ready to go Cap'n, tugs standing by fore and aft, hands at stations singling up, pilot on the bridge, all equipment tested. Now, sir, if you'd just blow into this little bag, we'll be off.'

One perhaps should not be surprised at last week's revelation that the proprietors of the Alyeska Pipeline Co, who have responsibility for the oil terminal at the port of Valdez, were routinely testing masters of departing ships for signs of alcohol before they were cleared to leave.

Regardless of the sympathy one might have for the oiled seabirds dying in the mess left by the Exxon Valdez, a breathalyser test adminis-

tered before leaving must make a visit to the Alaskan port a particularly pleasant occasion for the wandering seafarer.

Most masters must look forward to the place immensely.

It must be realised that in terms of actual laws, the authorities in the Alaskan port are quite within their rights. Everyone in transport in the US is now subject to random tests for alcohol or drugs and public opinion would seem to be in favour of this somewhat draconian approach.

Everyone in the US now knows that they will be tested after an accident or if they give cause for someone else to believe that they

might be under the influence. Such is the level of testing going on that it is surprising that any transport actually manages to operate.

Civil rights do not apparently come into the assessment and one gets the impression that any shipmaster objecting to having his breath smelt in the port of Valdez would be given very short shrift.

Valdez at least has an excuse for setting civilised behaviour on one side after the *Exxon Valdez*, although the passage of time appears to be playing havoc with the populist view that poor Captain Hazlewood ran the ship on to the rocks under the influence. Guilt, and this would not be very surprising, looks like being rather more evenly distributed as the investigation progresses.

But supposing this sort of thing escalates, with other oil terminals and zealous port officials elsewhere rushing on board with their breathalysers and blood test kits at all hours of the day or night. It is a sobering thought (pardon the pun) that the law in the US actually permits this conduct.

Doubtless the regular trader into the US will have organised his life accordingly, although one feels for the seafarer who arrives on the US coast on an occasional visit as the laws are complex and far from clear.

Zealotry is never very pleasant and one of the factors that has been forgotten about completely as the US learns what to do with the drunken sailor is that for all seafarers, other than a few fortunate ferry-men, the ship is their home.

Voyages today are as long as they were 30 years ago and it is not unusual for a seafarer to be on board his ship for a six or seven-month tour. And somehow, in the artificial atmosphere of the ship he has to contrive to make a life for those seven months.

He has an increasingly hard job doing it. Crews are smaller, working hours are longer. Time in port is abbreviated, social contact more limited.

And when the seaman is in port he has to become used to the fact that his ship – his temporary home – is subject to waves of invasion by various officials.

His private possessions will be subject to the rough hands of the Customs rummage squads. He will not infrequently be treated with

extreme discourtesy by port security staff. He will often be made to feel as if he was a common criminal.

He may be lined up and counted and if the demeaning 'short arm inspection' which his senior officers will remember with affection is no longer insisted upon, he may have to put up with a good deal worse. Now on the US coast, he has to run the gauntlet of the breathalyser men.

But the seaman is a philosophic soul and he will doubtless take such ignominies in his stride. It is US law and if he sails for that land of the free, he has to put up with it.

Rather harder for the seafarer to cope with is the local force seemingly making up the law as it goes, arresting and testing seafarers with impunity as was the unfortunate experience of the crew of the dredger *Bowbelle* after the River Thames disaster.

It is the sort of behaviour common in certain developing countries, usually as a demonstration of efficiency to political masters. As a method of finding out the truth after an accident, it does not have much to commend it compared with a proper investigation by people who have professional expertise.

It is the effect that such behaviour has on those young people who might conceivably have set their sights on a shipmaster's job, that is to be most deplored. The master is no longer a person to be respected, a professional doing a job rich in status and responsibility.

He has in effect become a target for proceedings, whether he is marched into court to account for himself after an inadvertent oil spill over which he could have had no

## Pilot News

### Retirement

Our colleague, Eric Mills, retired on health grounds in September 1989. Eric served his apprenticeship with the old Barry Pilots, going away to sea and returning to pilot in 1958. Always so immaculate in all he did, putting the rest of us to shame, Eric was involved in the politics of piloting, and his counsel was always heeded. Serving on the South-East Wales Pilotage Authority for several years and on the Executive of the Pilots' Association, Eric contributed much to pilotage. Sadly,

personal control.

He is dragged ashore and lodged in a Third World gaol over a bill of lading dispute that has led to a few tonnes being short landed, and he will stay there until the P&I club manage to put up an iniquitous bond which will inevitably coincide with the exact size of the fine.

But still worse is the increasing tendency to arrest shipmasters and press criminal charges after they have apparently done no more than make a mistake.

The master of the *Irving Forest*, given three months this week after his ship hit an oil rig, may have permitted unforgivable slackness, but he would scarcely have deliberately tucked up his mate in his bunk to leave the bridge unmanned.

It is irrelevant, it seems, that faulty officers will be professionally ruined after being found guilty by a professional inquiry. Apparently unimportant is that they will never be allowed to practice their profession again.

It is an unforgiving profession and rightly so. A slight bump, a small miscalculation as we have seen in the Humber this week, can lead to massive pollution, ships on fire and crews hazarded. A mistake can lead to thousands of casualties.

But making such the subject of criminal proceedings does not encourage the others, or sharpen up the profession.

To criminalise so much of the shipmaster's job, whether we are talking about breathalysers or men with handcuffs, does not make the job – as the Japanese would say – an 'attractive' one.

Michael Grey

recent illhealth caused him to review his life, and he was medically advised to retire. He has taken up retirement in Tewkesbury, there to follow his hobby of canal boats – I don't think he really wants to let go! May we wish a charming and considerate colleague and his wife the long and happy retirement they both so richly deserve.

R Williams  
SE Wales Pilots' Association

## SHIPS OF THE PAST

In 1936, Alfred Holt & Co of Liverpool ordered a series of eight high speed cargo and passenger liners for their newly acquired subsidiary, the Glen and Shire Lines.

The history of these companies goes back to 1869, the year that the Suez Canal was opened, when James McGregor, a partner in the firm of Alan C Gow & Co, sailing ship owners, ordered their first steamer, the *GLENGYLE*, 1614 Tons Gross, which was delivered in 1870 and was the forerunner of eleven steamers built over a ten year period. In 1880 this company became known as McGregor, Gow & Co.

In 1911 the association between Glen and Shire Lines took place. Shire Line having been founded by Captain D J Jenkins in the 1860s with a small fleet of sailing ships to which were added the steamers *FLINTSHIRE*, *RADNORSHIRE*, *BRECONSHIRE* and *MERIONETHSHIRE* in the 1870s. Subsequently, Shire Line was owned jointly by T & J Brocklebank and Royal Mail Steam Packet Company. In 1911 Royal Mail acquired all the shares and Brocklebank relinquished their interest.

Glen Line became a limited company in 1910 and was acquired by Elder Dempster Line Ltd, an associated company of Royal Mail Group, in 1911.

Due to the interest of Sir Owen Philipps of Royal Mail in both Glen and Shire Lines, and also due to the similarity of their trades, the Glen and Shire joint service was inaugurated.

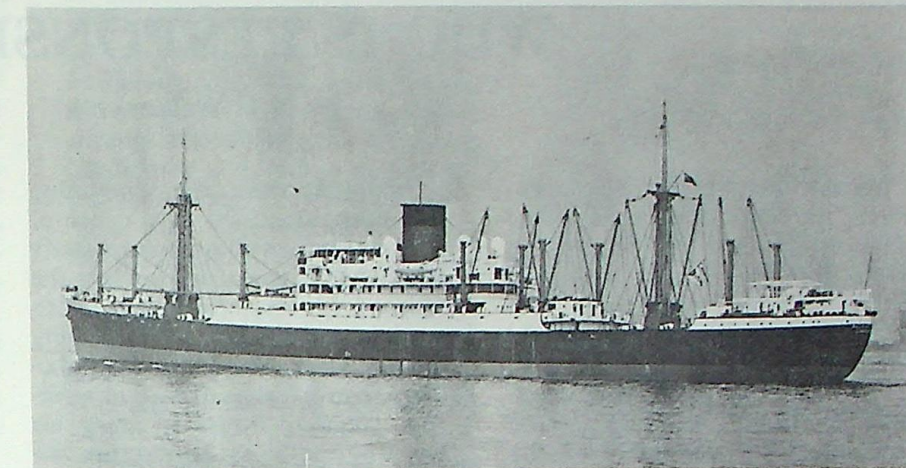
Of the orders placed in 1936 by new owners Alfred Holt & Co, *GLENARTNEY* was one of this series.

Principal particulars were:

Length Overall	507'
Breadth	66.4'
Gross Tonnage	8992
Net Tonnage	5365
Summer Deadweight	9700
Twin Screws with	
B & W Diesel Engines	
Speed	18 knots
Passenger Capacity	
Up to 18 in one class	
Built 1940, Caledon, Dundee.	

It is interesting to note that the other vessels in this class were

Photograph from Laurence Dunn Collection.



similar, but not sister ships, with minor variations in dimensions, tonnage etc, the *Glenartney* sporting a distinctive foreshortened funnel, in contrast to the more familiar Blue Funnel stack.

During her wartime service, *GLENARTNEY* was engaged on several Malta convoys and subsequently on Pacific duties. Another noteworthy aspect of this vessel's history is her employment in the experimental work on the development in the system of transferring stores to warships while steaming at sea.

One of the similar ships, *GLEN-GARRY*, built by Burmeister & Wain, Copenhagen, was captured by the Germans in June 1940 and subsequently was used by them as a raider. In fact, this ship was not recovered by her proper owners until 1945.

After the termination of hostilities, Alfred Holt & Co commenced rebuilding or reconverting the fleet, and this programme was not completed until 1948.

The service to the Far East was then maintained on a regular basis from UK and Continent to Port Said, Malaya, Hong Kong, China and Japan. Homeward service included Ceylon, N Africa, Genoa and back to London and Continental ports.

*GLENARTNEY* and the other similar vessels, which were actually known as the *GLENEARN* Class, were particularly suited for their trade, all being designed with large hatches, heavy lift facilities and extensive refrigerated space. All the

Name of Ship: MV *GLENARTNEY*

Requested by: John Godden, London

ships were fitted for the carriage of vegetable oils and latex in bulk. Centrecastle and 'tweendeck space also made provision for the transportation of motor cars.

About 1964, passenger capacity was reduced to 12 in *GLENARTNEY*, *GLENROY*, *BRECONSHIRE* and *DENBIGHSHIRE*, whilst the four other vessels in this class had the facility to carry passengers removed.

After being engaged solely in the Far Eastern trade for all her post-war years, *GLENARTNEY* made her final voyage under Glen Line colours early in 1967, and the last report that I can find is in February of that year at Chinwangtao, NE China, and as sold to Japanese breakers.

In 1949, four young men, who all later became Trinity House London District Sea Pilots, sailed together in this ship. They were Ian Browning, 2nd Mate, Gravesend Channel, Hugh Ferguson, 3rd Mate, Cinque Ports, Ian Coles, Midshipman, North Channel and John Godden, Midshipman, Cinque Ports. All are now retired except John Godden who presently works for the Port of London Authority. Could this be some kind of record? Or can we look forward to correspondence to prove otherwise.

F H Eagle

[In the October issue, p. 15, Fred Eagle's *City of Durban* was referred to twice but in one instance was mis-named *Durham*. Apologies to the author and to all who sailed in her. Ed.]

## Pilotage

## PILOTS WORK AND REST — WHO IS RESPONSIBLE?

by N C Walker

PLA Sea Pilot

It is the intention of this article to make the case that Competent Harbour Authorities employing pilots should have no hand in deciding what work and rest arrangements those pilots should operate.

It is incontrovertible that Competent Harbour Authorities (CHAs) now have full control over the number of pilots that they wish to authorise. Similarly that CHAs have a normal employer's powers over remuneration of pilots subject to the presently established arbitration procedure. What is at issue, is whether they have the right to decide what work/rest schedules their pilots will operate.

The House of Lords' Judgement in the case of *Esso Petroleum v Hall Russell & Co. Ltd.*, Shetland Islands Council and others, puts pilots' employers responsibilities, or rather the lack of them, in perspective. In unanimous judgement, their Lordships stated *inter alia a pilot was an independent professional man who navigated a ship under pilotage as a principal, not as a servant of his general employers. Accordingly, the employer of a qualified licensed pilot was not in general vicariously responsible to the owner of a ship under pilotage damaged by his negligence.* In these days of accidents in the Transport Industry, where managements are also being held to account for the actions of their servants, it would appear that this judgement puts pilotage management in a clarified, not to say privileged, position. However, a pilot's responsibility is more specific, and nowhere more clearly defined than in Section 21 (1) of the 1987 Pilotage Act which refers to misconduct by pilots. Here it is clear that, under pain of imprisonment or a fine or both, a pilot must not commit a breach of neglect of duty causing damage or loss or omit to do anything required to prevent such damage or loss. The Pilotage Act lays no such strictures upon a pilot's employer.

Improper work/rest scheduling has been identified as a cause of undue stress on pilots in every study which has been carried out into the Human Factors affecting a pilot's work. As one consultant safety adviser put it: 'These various publications prove conclusively that working irregular hours in irregular working patterns containing an unpredictable mix of physical and mental pressures will produce stress related health problems. The consequence of allowing these health problems to develop unchecked will be not only an abnormally high incidence of premature death or disability, **but also a foreseeable risk to the safety of ships, of harbours and, through damage to the environment, of the public at large**'.

There is no doubt that improper work/rest scheduling can adversely affect a pilot's performance and, therefore, it could be held that improper work/rest scheduling would, in the light of an incident, fall as an omission as defined in the Pilotage Act and the individual pilot held responsible accordingly.

So far it can be seen that:

A pilot's employers take no responsibility for that pilots' actions.

A pilot is liable if an incident occurs and he has not taken proper action including 'preventative measures'.

'Preventative measures' can be defined as operating proper work and rest schedules. Therefore lack of these measures could be construed as negligence.

Who then is to say how pilots are to work and rest? The management, the pilots or others?

It is primarily contended that as, under Pilotage law, pilotage management have no responsibility for the pilots they manage, they should take no part in devising work/rest schedules.

However, there are reasons other than lack of responsibility. The

Health and Safety at Work Act (HASAWA), lays upon an employer a specific duty to ensure *so far as is reasonably practical* the health, safety and welfare at work of all his employees. Here it is worth looking more closely at the term 'reasonably practical'. The current legal interpretation requires a balance to be struck. Incredibly, that balance is between the 'risk' and the 'expense'. Any particular precautions need not be taken if the risk is insignificant to the cost. As this computation has to take place prior to an accident, defining the risk in terms of proper working conditions for pilots becomes most difficult. Therefore, almost any working system can be instituted and any 'reasonably practical' yardstick applied before a catastrophic breakdown occurs. It must not be forgotten that the 1984 Green Paper on Pilotage exhorted Port Authorities to make 'more efficient use of staff resources'. Recent changes in the ports industry have made it likely that increased commercialism and related pressures associated with the 'enterprise economy' will make demands on port safety. That these pressures will lead to a drop in standards is impossible to forecast. However, the experience of other transport industries cannot be ignored. The Chairman of the Health and Safety Commission recently argued that the 'enterprise culture' and the need to survive competition places businesses under unprecedented pressure and means that increasing numbers of people... are potentially at risk. Therefore it is contended that the above factors, taken together, do not make CHAs prime and unbiased candidates to institute and maintain proper working regimes for pilots under the Pilotage, HASAWA or any other Act.

Are then the pilots proper persons to decide what working patterns are best for themselves? Prior to the 1987 Act, most pilotage services, with one or two exceptions, were

self-employed. In these regimes and with the same legal penalties in force, pilots did devise their own work/rest schedules with the endorsement of the representative pilotage committees. However, under these previous circumstances, pilots had reasonable control over pilot numbers and were therefore able to balance the delicate economics of numbers, income and lifestyle, though it must be said that the prolonged uncertainty of impending reorganisation had distorted pilot numbers prior to the 1987 Pilotage Act becoming law. This new Pilotage law precludes them from any involvement in deciding numbers of pilots and therefore from being able to strike a proper balance.

It is also true to say that new salary structures, incorporating a comparatively low basic earnings figure which can then be augmented by overtime working, inevitably led

to abuse of rest periods with self interest taking priority over prudent activity. This is particularly so where it is the policy of management to encourage overtime working, which in effect creates cheap pilotage, as staff numbers can be kept artificially low. The above factors taken together do not, in the present circumstances, make pilots the best candidates to devise proper work/rest schedules.

So who then should impose standards upon Pilotage? In many sectors of the Transport Industry subject to UK law, operators have their hours of work constrained by law. Even office workers have their ambient conditions defined by statute.

Why then should not marine pilots? Their responsibilities are as great as, if not greater than, persons in other transport industries. Stress factors are as high if not higher than in similar professions. It can also be

said that this stress has now been exacerbated by the removal of the pilots' traditional conditions of service embodying 'freedom with responsibility' and its replacement with yet two more stress-inducing factors previously unknown, namely a sometimes too autocratic management and dissatisfaction with remuneration.

If an incident occurs involving loss of life or property, it will be the individual pilot involved who will take the blame. He will be guilty if it can be proved that his actions, or lack of them, were related to overwork or overstrain, despite having had no apparent power to direct his new work and rest schedules. This is rough justice.

It is clear that the time is long overdue when a third party, namely the Government, should institute and apply rules governing pilot's work and rest schedules, before the accident waiting to happen, happens.

## PILOTING A VESSEL CAN BE HAZARDOUS

*The first of a series of articles published in 1982 by Harry Fountain, in Boston and other Lincolnshire papers, to give the public an understanding of the purpose, skill and responsibility involved in pilotage. Acknowledgment is made to the former Boston Choice free paper and the Lincolnshire Standard.*

From the deck or from the shore, a ship appears to the layman to be an easy thing to handle. To experience the rare honour of being allowed to pass through pilotage waters on a ship's navigating bridge gives the task an entirely different perspective.

A passenger so favoured sees the pilot take the vessel swiftly and safely past areas which, to the uninitiated, appear to be insufficiently wide for safety, and is amazed at the apparently needless precision with which the pilot slowly takes the vessel through wide areas with seemingly paradoxical care.

The passenger is considering the area of the water however, the pilot is reckoning with the depths, and is allowing for the fact that those changing shades that can be seen from an aeroplane still exist although they are rarely visible from the lesser height of a ship's bridge.

### Attracted

When a ship passes by a shallow patch she is attracted to it and then suddenly repelled.

This is known as 'smelling the ground'. The greater her speed, the

stronger are these effects, and it sometimes demands the pilot's greatest skill, together with the aid of tugs, to straighten her up on her proper course after she has taken the sheer.

Handling ships is a fascinating craft. Ship designers cannot explain why no two vessels, not even sister ships, behave similarly under precisely the same conditions.

Many things hinder their successful handling, such as tides and currents, and wind in particular, and these three elements never combine long to give the same resulting effect.

Ships in different trim are also affected to a greater or lesser degree by the wind. If a vessel is deeply laden most of the hull is under water and is unaffected by wind. Conversely, a ship in ballast is mainly above water and every breath of wind will affect her course, especially when she is proceeding at the slow speed necessary when approaching a berth.

### Blown-out

She would, in fact, be blown out of the channel if the pilot wasn't

wary, for she is then like a balloon on the surface of the water.

A high-powered ship can approach at high speed and almost stop dead when required, as with a destroyer of 40,000 hp, but a cargo vessel designed to wander the oceans at an economical speed, which is invariably slow, has little astern power with which to bring her up.

In the case of a single screw ship, going astern on the engines, due to the shape of the screw slews the ship considerably out of alignment with the wharf she is heading for in addition to taking a long time to get the headway off the vessel. The screw can be either right or left-handed.

Harry Fountain

## INSURANCE

It is in **your** interest if involved in any incident or injury, however trivial it may appear at the time, to inform your insurers

**WITHIN 30 DAYS.**

## Short Story

### PILOT'S PROGRESS

The summons to appear before the Pilotage Authority arrived within the week. Jim's insistence on the Customs hearing the truth from the ship's Master's own lips had not entirely convinced the forces of law of his innocence. This had not been helped by his doubting the ancestry of all those who elect to work for Her Majesty is carrying out such duties. Of all the various talents invested in Jim, diplomacy did not figure highly in the batting order.

The silver lining in Jim's grey cloud during the week's wait for his interview was the support of his family. Since his wife had taken the message from the Port Office, things had changed for the better. No longer the endless feud between daughters. Whenever they saw him they would beam radiantly and ask how he was. Meals appeared at meal time accompanied by people. No more cryptic messages of how many minutes on re-heat the packet of lasagne needed. Even the cats purred to order. After the fifth day Jim began to worry. Did they know something about the interview he didn't? Demotion perhaps to running the pilot cutters? But even that wasn't too bad. One was no longer chained to a trireme oar, as apparently were the older pilots according to their reminiscences. Feeling uneasy, Jim began to long for his younger daughter to compare her senior's face to a baboon's bum, for his wife to be 'Gone out, back soon' and for dinner to be yesterday's toad in the hole. Most of all he missed finding the cats in the airing cupboard snuggled in his black jumper.

The interview day dawned blowing hard from the south. Jim dressed carefully, debated on whether to wear his Rotary badge or his union tie, finally deciding on both. He wondered if he would get one of those funny handshakes. At least he knew what it was now, he used to think most people in high places suffered from congenital arthritis of the fingers. As he was really on a disciplinary charge he was unlikely to get a handshake at all. He practised an unflinching gaze at a naked light bulb. Probably overdoing it, he thought.

Captain Catt's large imposing secretary ushered him into the Harbour Master's office. A Dylan Thomas fan, Jim wondered if Captain Catt came from a small Welsh coastal town and knew Rosie Probert. 'Sit down' commanded Catt's protector. 'The Captain will be here shortly'. Jim sat down gazing out at the white horses on the water. Double glazing ensured that as harbour master, even if you could see rough water you couldn't have your working day actually upset by hearing it. On wild days like this the Harbour Master was often offered sympathy by his land-lubber neighbours. 'Must have been terrible for your job on Tuesday in that storm'. 'It was', Captain Catt would sigh wearily, shaking his shaggy beard, 'It certainly was'.

Jim absently began to read the papers set out in the file before him. Someone aged 47, 5ft 10in, blue eyes, born in Kettering. Coincidence, he thought, and made a mental note to find out which other pilot in the port of the same age had also been born in his home town of Kettering. Whoever it was seemed to have quite impressed management. Under the heading 'Suitability' were ticks from Chief Executive, Personnel Manager and Pilot Master. Only the Senior Pilot had put a cross. Silly beggar, thought Jim, spent all his sea time as 2nd Mate of a P&O ship. It was common knowledge he had never seen a ship actually entering port before he came here, only the port disappearing astern! Probably accounted for some of his manoeuvres, mused Jim.

Captain Catt sailed in, rolling heavily in tune with the weather outside, pervading an odour of 'Old Spice'. On seeing Jim he pulled up short, his mouth open, his beard on chest. No sound came. Jim, hurriedly getting to his feet, faced the double-glazed sea dog across the desk. 'Arrrhumph' said Catt. Jim could think of no suitable reply, judging that 'shiver my timbers' was probably inappropriate. Instead he tried his look of total admiration. The Harbour Master closed his mouth, sidled up to Jim and cleared his throat. 'Shall we sit down', he roared in Jim's ear. Startled, Jim went for the chair, but Catt, with the advantage of surprise, was there before him. 'Your chair's the other side', he snapped.

Jim, rising from the Harbour Master's lap, felt the red flush overtake him. He walked round the table with as much dignity as he could muster and quietly sat down. He knew now why he had been able to read the correspondence. Captain Catt leaned forward, clasping his hands, looking for all the world like someone from his daughter's Sunday School text. Jim decided the 'Old Spice' ruined the effect. Established as it was, 'Old Spice' was never biblical. 'Damned silly business with the Customs', Catt shouted, 'Had to use all me influence, laddy, to scupper that one'. Jim expressed his profound regret. He still woke early, worrying about his breaking a perfectly good bottle of Glenfiddich. Catt continued, 'What you're really here for is to tell you management have decided to send you to assess the new Radar and Ship-handling Course at Southampton. Weeks course, live in, starts next week, all arrangements made, collect details from Miss Evans, full report on return, away you go, I'm busy'. Captain Catt rose, gazing at the silent white foamed sea. 'Wind's backed 4 points', he barked. Leaving the room he managed to pitch a little with the roll, to accommodate the shift of wind.

Jim was half way home thinking of the next week's surprise events when the penny dropped. Everyone being so nice, Southampton, his wife's parents lived at Fareham, his children were on half term, a free trip down. His wife had known all along. But how the hell did the cats know...!

## Review

**TIDAL PROGRAMME: NP159a**  
Tidal Prediction by the Simplified Harmonic Method, published by the Hydrographic Office of the Ministry of Defence, price £18

NP159a is a computer programme. It comes in both 3½in as well as 5½in floppy discs. The hydrographic office claim it will run on an XT PC but state that the 3.3 version of MS DOS is required (Amstrad bundled 3.2 with their 1512).

The programme is entitled 'Tidal Prediction by the Simplified Harmonic Method'. It is outstanding for giving neither the height nor the time of both high and low water! What it does do is draw a curve for any port listed in the Admiralty

Tide Tables. Those tables are needed to input the harmonics before the curve can be drawn. At the press of a button a height can be obtained for a specific time, but not a time for a height. In this way high and low water can be obtained: for a large port this could be found in about five minutes; ports with relatively smooth curves take much longer.

Also at the press of a button the heights at each hour are tabulated. These can be output to printer but not to disc. This is a major drawback with the programme; data generated cannot be used by other programmes. Therefore the information produced here cannot be used in such as a database. This programme's best use is probably as an arcade game.

One other facet is the printer can produce the graphed curve. Although my equipment would only

produce the graph and not its curve. The horizontal part of the graph is time in chunks of between 1 and 24 hours. The resolution along this axis appears to be good. The vertical graph part is obviously height. Dover is supplied as a model port and gives a resolution of whole metres up to 7. When in the largest scale of all, i.e. 1 hour, the curve pixels pick out ¼ parts of a metre. This suggests an empirical metrication.

As a pilot I can find no use for this programme and cannot disguise disappointment in it. A cheap spreadsheet will do what this programme does and more besides.

*Paul Hughes, Spurn Pilots*

[Will all those who understand what Paul is talking about please telephone someone else! JG]

## Obituary

It is with deepest regret that South-East Wales Pilots have to report the death of two of their colleagues in a very short space of time, both whilst actually at work.

### E J GLOVER

Ted started his piloting career in 1957, after an apprenticeship to the old Barry Pilots and then service at sea until his recall. One of nature's nice guys, he took an active interest in piloting, and served as vice-President of the Association on the amalgamation of the pilotage services of Cardiff, Barry and Newport in 1974, and was Treasurer of the Association from 1976 until his premature death on 2nd November 1989. With the reduced and close service we now are, the shock was great, and he will be sorely missed. Our sympathy goes out to his wife Joan. Ted was 63.

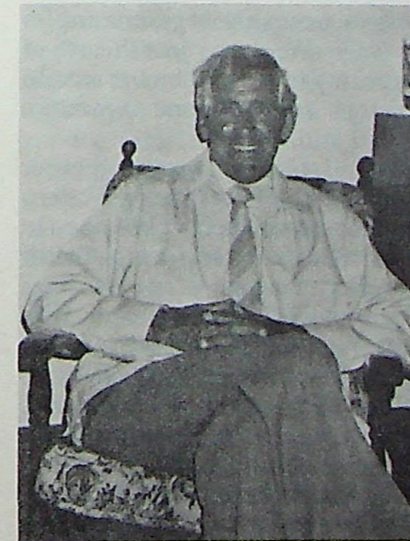
### B MIDDLETON

On 10th February 1990, whilst piloting a large bulk carrier, our colleague Brian Middleton, collapsed and, despite the marvellous efforts by Air Sea Rescue, and the Master and crew of *M/V Clare* who deserve every praise for their proficiency and professionalism, unfortunately died a short while after. 'Big Bri' as he was known to us, was a sociable, affable man. People, on finding out that you were a pilot by occupation, would say 'Oh, you must know Brian'. He was well-known in his own locality and

further afield. He had already planned his retirement day, having served as a pilot for 32 years; he had served his apprenticeship with the old Newport Pilot Boat Company. Always very interested and involved with piloting and pilotage, his services to the industry will be missed. Our sympathy goes out to his wife Jean and family. Brian was 59.

*R Williams*

### Captain Thomas C D HOGG



The announcement of the death of Tom Hogg, aged 58, who died on 29th January 1990, will sadden all who knew him, especially those with whom he worked and who watched him suffer the pain of arthritis without complaint. Tom retired in 1988 owing to ill-

health after 20 years as a pilot. His appointment to the Forth Pilotage followed a distinguished career at sea where he rose from ordinary seaman to master in Scottish Ship Management.

There never was a finer seaman.

Our deepest sympathies go to his wife Sasa, his three sons Bryan, Graeme and Ian and daughter-in-law Carol.

### Arthur BRUIN



Captain Arthur Bruin died on October 17th, 1989, after six years of retirement from a life time at sea. Born in 1921, he was educated at Goole Grammar School and Hull Trinity House Navigation School. He graduated from Apprentice to his first command quite rapidly, gaining his Extra Master's Certificate on the way. It was in December 1956 that he was issued with his first Deep Sea Pilotage Certificate. He was admitted as a Younger Brother of Trinity House on 12th January 1959, made Steward in 1971 and Assistant to the Board on 20th January 1977. Finally on 10th April, 1987, he achieved his proudest moment when he was made an Elder Brother of the Board.

He was a man of supreme integrity and generosity and always was a man of his word. One never knew him to fail a call of duty at anytime in his career. No one could have been a more caring husband than he. He anticipated all his wife's needs, usually before she knew she had any. He had many hobbies, gardening being high on the list as well as engineering and woodcrafts. He was often called upon for help and advice among his friends. It was sad that ill-health dogged his retirement and his loss is a severe one.

## Opinion

I make no excuse for continuing this month's *Opinion* along the same vein as last month's; the need to bring the UKPA(M) into 1990s pilotage, under the 1987 Pilotage Act.

Tradition is a word which gets a very mixed reception when applied to any situation. Tradition is, to a great extent, responsible for the laws of the community in which we live, and our subsequent comfortable way of life. Dare I say it, it is tradition which keeps our Prime Minister in power: only the British people would allow it to happen! It is also responsible for a lot of outmoded, old school tie, practices, not allied to government, which dictate who gets to the top in positions of power.

Tradition has been part of pilotage for centuries, ranging from who were our original Licensing Authorities, in many cases the ubiquitous Trinity House, to who would be chosen to fill the pilotage vacancy, where family names were all important. In 1988 tradition in pilotage was struck a death blow and pilots can only look back in anger at what befell them. Traditionally, for more than 100 years, the majority of pilots had belonged to the UKPA. With falling numbers and increasing costs the UKPA pilots decided to throw in their lots with the Transport and General Workers' Union, a union with long traditions of its own, although being rapidly revised.

Our age range is such that in five years 50% of the present pilots will have retired. Those new faces being recruited in some ports, and which you often fail to recognize, will be the future pilotage work force. They have no traditions. They work for money and are encouraged to do so, not to pretend as so many of us did, that the service came first and the recompense second. We already have pilots who chose to belong to NUMAST, to NALGO and to other peripheral TGWU affiliated unions. All these unions are cheaper to join and belong to than the UKPA(M). The unkindest cut of all, should you not not require insurance, is that one can be a fully paid up member of the TGWU for some 80p per week. My last quarter's subscription, which includes insurances virtually obtainable anywhere, and which are part of the employment package

in some ports, was £84 or £6.50 per week, with an obvious threat of a substantial increase in future premiums for the Group Permanent Health Scheme. In order to belong to the same union, have the same voting rights and be party to the same negotiation procedures the outlay for *hoi polloi* TGWU members is only £41.60 a year.

It is always said that traditions die hard. I, and dozens like me, nearing retirement will always belong to the UKPA. But how can we persuade younger men that the benefits of having a say in EMPA and IMPA, having an input into IMO and having an enthusiastic Technical Committee are worth four times the money? Try explaining to the new pilot what happened to us from 1984 to 1987 and ending up with 'And that's why we are in the UKPA'. Try explaining why we have to send people to Australia and Japan to commiserate with others as to what happened to them!

If the UKPA(M) cannot pull a financial rabbit out of the hat in 1990 the saying that traditions die hard may not apply to pilotage for long as far as younger, non-PNPF, pilots are concerned.

PANOSSIM

## FOOD FOR THOUGHT

More new ship registers are on the way. We have just heard of intentions to set up new, or second registers from Poland, Gambia, Macau and Gibraltar.

Poland plans a second register which will be attractive to Western European owners. It will be open to ships at the request of a Polish shipping company along the lines of an existing arrangement with three West German vessels, which have already been flagged-out to Poland. The crews will be Polish but the ships will be operated by a West German owner.

Gambia has started investigations into the possibility of setting up an open register within 18 months.

Macau, in the Far-East, has set up an international shipping register which will allow vessels to fly the Portuguese flag until 1999, after which China resumes control over the Portuguese-run territory.

Gibraltar is to relaunch its ship register and, under proper inter-

national standards, it wants to expand it.

Isle of Man: it seems that the Isle of Man is to be placed on the flag of convenience list on the basis that it had moved away from the original principles under which it was set up. It was the UK's National Union of Seamen which called for this measure.

What is going to follow? The Island of Madeira?

In Denmark, Danish ship-owners expect the country's new second register soon. Legislation has already passed the Parliament approving the measure, and ship-owners have already reached a wages agreement with Danish Unions for ships on the new register. This register will be based in Copenhagen and, unlike Norway's second register, it will only be open to Danish-based owners. Seafarers will be exempt from income tax and the new wages deal reflects this with average reductions in pay of about 35%.

This is already old news as I just read that most of the Danish-flag fleet, some 110 ships, has been transferred to the new international register (DIS) just days after it opened. According to the Danish Shipowners Association, more than 82% of the Danish fleet has moved to the new register seven days after it was established. The DIS, unlike the NIS (Norwegian international register), is not open to foreign-owned ships. It is only to Danish controlled, or flying Danish flag, vessels or under existing open register.

On the other hand, there has been a delay for a second German register. The plans for this second register were along the lines of the DIS and NIS. This delay was due to opposition to the proposals in the West German Parliament. The opposition delayed its passage through Parliament by insisting on a public inquiry into the proposal. Among those objecting to the plan is the seafarers' union (OTV), which says it will cost West German seafarers their jobs. Owners maintain that without a second register there will be soon no merchant fleet to provide the seafarers with either jobs or security as the flagging-out of West German ships will continue at a high level. OTV proposes a nationwide campaign against this register which will take seafarers on a journey through 50 German cities to alert the public as the new

register would allow West German owners to hire foreign crews at cheaper rates which, they say, would mean the loss of more than 15,000 jobs for West German seafarers.

A proposal for a Euro-register – a single flag for European shipping – has been put forward in a new report prepared for EEC as it debates ways of making European shipping more competitive. This is a second suggestion. The first was raised by EEC Transport Commissioner Stanley C Davis and the new report was prepared by Industry Commissioner Karl H Jarjes.

Mr Davis sees the retention of European seafaring jobs as an essential part of the policy while Mr Jarjes's paper suggests that ships should have 'running crews', but that 'service crews' should be recruited from outside the community. It seems that seafaring unions reacted angrily to Mr Jarjes's paper. While European owners already employ ratings from outside their own countries, unions do not want to see the practice legitimised.

As two proposals or reports seems not to be enough another one, in support of a European register, has been prepared by West German Euro-MP Manfred Ebel, for the European Parliament. He proposes that vessels from any EEC country, flying that country's flag, should be able to enter the new register and operate on the same terms in respect of wages, crewing rules, and international conditions on safety and working conditions. But he also proposes that foreign crew members should be allowed on all vessels in such a register to enable companies to compete.

We already have a DIS and a NIS. Will we have the SIS? It seems that the Swedish shipowners are again calling for the establishment of a Swedish International Ship Register. They point out that flagging-out of the remaining Swedish fleet continues, and now consists of 1.8 million tdw. while the total of Swedish-owned flagged-out tonnage is 7 million tdw.

It is well known that there are some crewing agencies in different countries. At the 'Which Register, Which Flag Now' conference, according to the manager of one of the largest crewing agencies in UK, the expected future growth of new and second registers will provide major employment opportunities for Asian

seafarers. The setting up of DIS and NIS had resulted in a number of Scandinavian owners, who had previously only employed their own nationals, now using Asian crews.

Panama has offered basic tax cuts to any ship employing Panamanian nationals as deck officers as part of its efforts to see more Panamanians employed on its own flag vessels. It has also offered to reimburse owners for travel expenses of up to \$2,000 on the hire of Panamanian officers.

We could go on and on but, to close this 'Food for Thought' is one more bit of news. There are nearly 100,000 Indian seafarers unemployed. Only 10,500 jobs are available on foreign-going ships against 109,484 registered seamen. These figures were released by the Indian Ministry for Surface Transport. *A Peixoto Lima, V-P of EMPA*

## FOOD FOR THOUGHT (2nd part)

After finishing Food for Thought, new developments have arisen.

The go-ahead has been given by both the upper and lower houses of the West German Parliament despite the fierce opposition from OTV. As part of the protest against the new register, 25 German seafarers went on a week's hunger strike last year. West German shipowners continued to say that they intend to replace only less qualified job categories and that qualified German officers and seafarers will continue to be needed. They are now urging the Union to drop its opposition and enter into constructive dialogue about its implementation.

On the first page and meant as a joke, I suggested that the next flag of convenience would be Madeira Is. This has come true as, from April 1989, the steps necessary for the implementation of a flag of convenience in Madeira have been passed through the Parliament.

A new study of shipping casualties, carried out by the Institute of London Underwriters shows that eight of the ten major registers with above-average loss ratios are growing. Of the 32 registers of more than 2 million gross tons, South Korea had the worst loss record over the five years to the end of 1987. It lost 1.28% of its fleet which is four times the world average of 0.31%.

Other countries with above average loss were Spain, Greece, Cyprus, Panama, India, Philippines, Gibralt-

tar, Turkey and Hong-Kong. Only two of these, Spain and Greece, were countries with declining fleets.

The same report points out that there has been a steady improvement in total losses over recent years, but the reduction in number of ships being lost is larger than the reduction in tonnage lost. It also shows a sharp increase in casualties to vessels over 10 years old, with the most accident prone ships being more than 20 years old.

A disturbing pattern.

APL, April 1989

## Short Story

### JOE BEEFS

It was early evening. Loading had been completed in mid afternoon. The paperwork had been dealt with, the pilot was on board and the tugs and linesmen in attendance. There was only one problem, no crew.

We were in Montreal dock in the 1950s and there was only one place to look for them, 'JOE BEEFS'. In fact it was the nearest 10 cent bar and had it not been for the old transit sheds at the head of the quay it would have been visible from the ship.

I trudged up the quayside with a heavy heart. Why pick on me to go and get them. After all I was only the third mate.

I did not relish the reception I was about to receive as I swung open the bat wing doors of the smoke filled bar. Naturally being in full uniform complete with cap I stuck out like a sore thumb amongst the score or so of partially inebriated inmates.

'Hello furred mate' a Bristolian voice greeted me from the bar, 'come and 'ave a beer'.

I declined, only to find myself seconds later sat high on the bar, my cap being worn by one of the crew and a 10 cent beer stuck in my hand. I was of slight build in those days and not over inclined to try my strength on 8 or 10 burly seamen, so I drank the beer not daring to get off the bar.

The one parading around with my cap on came over and returned it to me. A little sheepishly I thought, 'Thanks mate' I said sliding off the bar, perhaps I had found an ally and in a strange sort of way, I had.

'Come on lads' he shouted, losing any sheepish instincts that may have momentarily lurked in that huge frame. 'let's take the furred mate back to the ship. He's drunk'. I sensed success.

Having left 'Joe Beefs' and crossed the busy harbour road into the dock area I was suddenly picked up by the now rowdy crew and carried by my arms and legs, my cap bouncing up and down on my chest, all the way back to the ship. Thankfully we were moored at the head of the quay.

We arrived alongside, I looked straight up at the captain and pilot peering over the wing of the bridge. 'here's your furred mate capn'. A spokesman slurred. 'He's drunk. Found 'im in 'Joe Beefs' we did'. I was dropped unceremoniously on the quayside.

Dusting myself off and adjusting my now dishevelled condition I filed away the experience in my memory and proceeded to the bridge. No explanation was necessary.

That was thirty years ago and places have a habit of changing. Once again I was in Montreal but now I was on holiday. No crew to look for even if Joe Beefs was still there.

My wife and I walked along the harbour road. No longer were there railway lines and transit sheds but a wide grassed area with park benches and picnic areas. Only two ships were in port and nothing on the river berths. Gone were the days of waiting at anchor in the river for a berth and gone, too, was the bustling atmosphere and smell of a busy port.

I knew exactly where we used to berth but I could identify little. We spotted a seamans' mission and went inside to ask if they knew what had happened to 'Joe Beefs'? The young girl behind the desk smiled. 'You are standing in it' she said.

We were standing in a larger room than I remembered. Now it was well lit and spotless. Gone were the bat winged doors, gone, too, was the long dark bar and the smell of stale tobacco and spilt beer. The building had been bought by an enterprising Dutchman and turned into a seafarers' centre. 'Joe Beefs' even had a church upstairs.

'Joe Beefs' real name was Charles McKiernan, he was an Irishman born in 1835. He acquired the nickname 'Joe Beef' when he was in

the Royal Artillery fighting in the Crimean War as a canteen sergeant. When things were in short supply 'Joe Beef' would go out and invariably return with a plentiful supply of beef and other victuals.

In 1861 when war with the United States seemed likely he was sent to Montreal and on leaving the army in 1868 he opened his first canteen in the town, moving to his famous site because of road widening in 1870.

He was an eccentric, known by everyone in the City. He even kept a live buffalo in the basement. He was a versatile rhymster and one of his impudent rhymes is carved on his tombstone. It is said that when

his wife died he hired a regimental band to play at the funeral. On the way up to Mount Royal cemetery they played the 'Dead March' from Saul and on the way down they played 'The Girl I Left Behind Me'.

McKiernan died 16th January 1889, aged 54 years and it seemed that all Montreal turned out for the funeral. Offices stood deserted and the dyke along the harbour front was packed with people standing eight deep. Not bad for a man whose canteen on the waterfront was once referred to as 'the bottom of the pit, a sort of cul de sac'.

John Rich  
Bristol Channel Pilot (Retd)

## THE PILOT

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1946-1947 Admiral Lord Mountevans, KCB, DSO  
1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)  
1963-1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)

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### Vice-Chairman of the Section Committee

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### Secretary/Treasurer

J H Burn (Tyne)  
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J M Leney  
1 Grassholm Close, Westhill, Milford Haven, Dyfed SA73 2RH (0646) 693150

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**Editor of 'The Pilot'** - David Colver  
**Secretary** - Miss Davina Connor 01-828-7788

## Letters

Dear Sir,

Thank you for the pleasant surprise of receiving a copy of the January 1990 Pilot. I am a retired North Channel Pilot and was a fully paid up member of the UKPA for 27 years.

I would be glad if you will continue to send me future copies of *The Pilot*.

Yours sincerely,

W S Scott  
Swaffham, Norfolk

Dear Sir,

It has occurred to me that the UKPA must be one of the few professional organisations which does not have a charitable trust devoted to the exclusive benefit of its members.

It has also occurred to me that there must be many pilots throughout the UK who, whether they be bachelors, divorcees, sole survivors of their family or, for whatever reason find that in their financial planning they have no further avenue to direct their estate other than to a charity. Wouldn't it be ideal therefore if there were such a charity which benefited our own cloth? Much better than the dogs-home or, heaven forbid, allowing the Government to have it!

Just think what a trust could do, given the funds and enthusiasm. Perhaps retirement homes with a common room designed as a ship's bridge complete with all the equipment including a grotty corner for the kettle, tea mugs and BoT sandwiches where pilots could reminisce to their heart's content on how they berthed back in '78 in a force 8 with no tugs. Then there could be nursing homes where the committee could do the patients' morale a power of good by selecting the design of the nurses' uniforms!

Seriously though, the idea could be of great benefit in many ways, scholarships for orphans comes to mind. I think a trust with a broad constitution could provide a great deal of comfort for pilots in their declining years. It would also provide the outlet for charitable giving (plus any tax benefits) which members may feel are more relevant to their profession than is available elsewhere.

If readers feel as I do that there is merit in this, perhaps we should make our feelings known to the UKPA(M) and at the very least establish what enthusiasm there is for the concept and take it from there. If you agree, sound four blasts on the whistle as you pass the Pilot Station!

Yours sincerely,

P F H Woodhead,  
Manchester Pilot

Dear Sir,

I write as the son of a Gravesend River Pilot, Frank Box, who died in 1962. Following my mother's death late in 1986 I inherited a small number of modest relics of my father's career in which I always took great pride. It occurred to me then, and has been reinforced with the demise of Trinity House and also by the fact that we now live in an age of museums, that there should be a Pilot's Museum - or perhaps more properly 'A Museum of Maritime Pilotage'.

I contacted the Borough of Gravesend some time ago and have learned that the refurbishment of some historic sites in the town may include an opportunity to include some display of pilotage relics. This would, of course, be regarded as parochial by many pilots of other stations. It must also be said, however, that the former Town Pier (ex LMS Railway, ex British Rail) would provide a most suitable site. I do not know if this is still in the ownership of Sealink British Ferries but if so, this might be invaluable in seeking appropriate sponsorship for such a project as I envisage.

May I claim space in your magazine - which I confess I do not see - to ventilate this idea. As you see I am a very land-locked protagonist of my idea and perhaps not the ideal person to promote it effectively. But I would be pleased to lend my support to any development along the lines I have suggested: the main concern is that the history and knowledge of pilotage in our country is preserved.

Yours sincerely,

Gerald Box  
Burton on Trent

[Would one of the myriad of Gravesend Pilots, either past or present, follow up Mr Box's suggestion. Thank you. Ed.]

## Coastlines

### Accommodation

Due to an error in the telephone number as printed in our last issue, for which we profoundly apologise, the member's advertisement is repeated:

*South of France:* 6-berth Mobile Home situated on 4-star site with all mod cons. £85-210 per week. Details tel: Milford Haven (0646) 600711.

### Compensation

As a result of an accident which occurred in 1988, a settlement has been agreed and compensation paid through the Transport & General Workers' Union to ex-Trinity House Pilot R L Wright of Great Yarmouth.

### Sealink Ferry Discounts

The 25% discount for pilots and retired pilots is a genuine bottom line saving. For my own part, as a caravanner, it should cost 2 of us £197 in June for a return crossing to France. With the discount it actually costs £148. The only exclusions are cheaper bargain motoring holidays which Sealink market separately.

Sealink Ferries at Dover and Folkestone we have found to be on a par with, or better than, any other operator. This is certainly so from Folkestone which caters specifically for the motorist with a spacious Motorists' Lounge. Ladies will quickly realise that one large bottle of perfume is easily purchased with the savings made!

Our grateful thanks go to the General Manager at Dover who has long had an excellent relationship with pilots. Interest is good and the returns for Sealink must be well worth the concession.

If you want the discount letter, send a SAE to John Godden.

### UK IS HOST TO 25th GENERAL MEETING OF EMPA

Country: United Kingdom  
Place: Liverpool,  
Atlantic Tower Hotel  
Date: 22nd - 24th May 1991  
Prices: Single £40 per night  
Twin £30 per person per night  
Rates include breakfast  
All rooms have bathroom



## United Kingdom Pilots' Association (Marine) Local Secretaries

<i>District</i>	<i>Name</i>	<i>Address and Telephone No.</i>	
Aberdeen	G Bruce	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire	0224 592571 x 237
Belfast	N C E McKinney	8 Alt Min Avenue, Belfast 8, 4NJ	0232 795133
Berwick	J H Jenkinson	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed, TD15 2AA	0289 307404
Blyth	C Briggs	34 Druridge Drive, Blyth, Northumberland	0670 355639
Boston	K Cederholm	Peachy House, Church Road, Freiston, Boston, Lincolnshire	0205 760830
Bridgwater	P H Lee	1 Grove Road, Burnham on Sea, Somerset, TA8 2HG	0278 782180
Bristol	The Secretary	Port of Bristol Channel Pilots Co. Ltd., Haven Master's Building, Royal Edward Lock Entrance, Avonmouth. BS11 9AT	0272 023884
Brixham	R J Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon	0803 882214
Clyde	A Hepburn	5 Hawthorne Place, Trumpethill, Gourrock, Scotland	0475 32964
Coleraine	W Dalzell	Harbour Office, The Quay, Coleraine, Northern Ireland	0265 2012
Crouch	J A Thatcher	30 Greenfield End, Briar Grove, Colchester. CO4 3FG	0206 866887
Dover	Mr C Jacklin	Asst. Harbour Manager (Pilotage), Dover Harbour Board, Harbour House, Dover	0304 240400 x 4523
Dundee	P C Taylor	62 Elie Avenue, Broughty Ferry, Dundee DD5 3SJ	0382 730771
Europilots	A P Starling-Lark	Wheal Cottage, Breaside, Brea, Camborne, Cornwall, TR14 0BT	0209 718894
Falmouth	Mrs V W Telling	14 Arwenack Street, Falmouth, Cornwall	0326 312390
Fishguard	W D Hughes	11 High Street, Fishguard, Dyfed. SA65 9AN	0348 873880
Forth	I Grant	5 The Knowe, Dalgety Bay KY11 5SW (for post - F.W. Kitching, Granton Pilot Station, Middle Pier, Granton, Nr. Edinburgh)	Granton Pilot Station: 031 552 1420 Grangemouth Pilot Station: 032 448 2151
Fowey	K P Guy	Fowey Pilots Association, St. Saviours Hill, Polruan by Fowey, PL23 1PR	0726 870565 (Home) 0726 870291 (Office)
Glensanda	J E Wynn	Campbell Hall Cottage, Benderloch, Oban, Argyll, PA37 1RT	0453 811323
Gloucester	B H Richards	91 Jubilee Drive, Thornbury, Avon BS12 2YJ	0255 502587
Harwich	H Jones	441 Main Road, Dovercourt, Harwich, Essex	0524 51339
Heysham	M Purvis	Pilot Office, Port of Heysham, LA3 2UL	0407 830625
Holyhead	A R Herbert	"Arfryn" Llanelian, Amlwch, Anglesey, LL68 9LY	0463 235264
Inverness	W J S Burr	14 Cuthbert Road, Culcabock, Inverness, IV2 3RU	0553 86431
Kings Lynn	J W Steward	Fir Trees, Lime Kiln Road, Gayton, Kings Lynn, PE32 1QT	0524 63770
Lancaster	H Gardner	Greystones, 128 Morecambe Road, Lancaster, LA1 5HY	
Liverpool	The Secretary	Liverpool Pilots Association, 2 Shore Road, Birkenhead, Wirral, Merseyside	010 353 74 81024
Londonderry	C J McCann	Shrove, Greencastle, Co. Donegal, Ireland	0303 55808
London	M C Battrick	7 Broadfield Road, Folkestone, Kent, CT20 2JT	0502 568236
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk. NR32 4JH	082 423063
Manchester	J Astles Esq	Flat 2 Scott House, Rutnin, LL15 2NP	0795 662276 (Office)
Medway	S M Hunter	De Winton, Oak Lane, Minster, Isle of Sheppey, Kent	06462 3091 x 32
Milford Haven	J M Leney	1 Grassholm Close, Westhill, Milford Haven, Dyfed	0745 560335
Mostyn	J Southwood	Green End, Beacon Lane, Heswall, L60 0DD	0856 3987
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney, DW15 1PT	0736 67415 (Office)
Penzance	E Kemp	Runnelstone, Ayr, St. Ives, Cornwall	0779 71457
Peterhead	J M Murray	1 Arran Avenue, Peterhead, Aberdeenshire	0752 491381
Plymouth	M Trott Esq	The Pilot Office, 2 The Barbican, Plymouth	0202 66640
Poole	Mr G Greaves	78 Rosemary Road, Poole, BH12 3HB	0705 733230
Portsmouth	Mr P A Fryer	5 Princess Gardens, Horndean, Portsmouth, Hants PO8 9PY	0843 592277
Ramsgate	Capt M J Owen	The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG	
Seaham	Local Secretary	Pilot Office, Seaham Harbour Dock Co., Seaham House, Seaham, Co. Durham, SR7 7EU	091 581 3246 (H'Master's Office)
Shoreham	R A Ball	Pilotage Service, Watch House, Beach Road, Portslade by Sea, Sussex BN4 1WD	0273 592455 (Office)
Southampton	A D Foulkes	"Tideways", 37 Westfield Park, Ryde, Isle of Wight, PO33 3AB	0703 631550 (Pilots' Lounge, Southampton)
Sprun	The Secretary	Spurn Pilots Limited, The Pilot Office, 50 Queen Street, Hull, HU1 1YB	0482 28977
Sullom Voe	B J L Cheevers	Green Taing, Muckle Roe, Brae, Shetland	080 622425
Sunderland	I Swann	Sunderland Pilot Office, Old North Pier, Roker, Sunderland	091 56 72162
Swansea including			
Port Talbot	G K Geen	2 Cedrick Close, Sketty, Swansea	0792 206922
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 485648
Teignmouth	J C Whittaker	Stone Lodge, Newton Road, Bishopsteighton, Nr. Teignmouth, TQ14 9PR	06267 6134
Tyne	J H Burn	44 Walton Avenue, North Shields, Tyne & Wear, NE29 9BS	091 455 5656/7
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
Gt Yarmouth	B Collingwood	Gt Yarmouth Pilot Service, Pilot Station, Riverside Road, Gorleston on Sea, NR31 6PZ	0493 661715