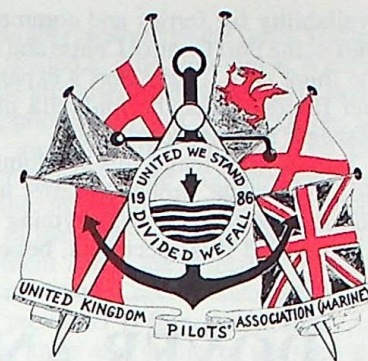


# THE PILOT

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



## Editorial

Gentlemen,

With this issue we have changed our Printers. They are now Messrs. Adams of Dover, a long established firm using the latest technology. If all is not as it should be in this first issue then please accept my apologies; both Editor and Printer have to get to grips with things. The change was made for a variety of reasons, cutting costs, the proximity of printer to editor and, hopefully, getting the magazine to you on time.

The UKPA(M) have engaged Trigon Mailing Services, a mail delivery firm, to deal with the ever increasing paper flow which seems to hit us from all sides. *The Pilot* magazine has been included in this system and will be delivered direct to all pilots and retired pilots by post. As the new Editor I must confess to being delighted. Nothing was more soul destroying than to see one's hard work lying unopened in a corner of the Pilot Station. What anyone does with the magazine after receipt I cannot influence, except to urge them to read it and help improve it if they can.

The Port of Dover is featured in this issue. Pilotage in Dover, since the 1987 Pilotage Act, has been organised on an entirely new basis, the pilot being termed Assistant Harbour Manager as explained within. This gives pilots a greater opportunity for advancement within the port structure.

Don't forget to read the 'Letters' column. Things are hotting up at last. Someone's been rude to Panossim - and in Latin at that! The Editor will be delighted to receive other rude letters, preferably delivered by the postman, not wrapped around a brick. All these years pilots have been so 'nice' to each other in print it has been catastrophic for our circulation.

Shortly after you receive this issue the UKPA(M) Annual Conference will be upon us. Don't forget the dates, Wednesday and Thursday, the 21st and 22nd of November at the Waldorf Hotel, Aldwych. Rooms will be available at the

## Feature

### THE PORT OF DOVER

*Editorial Note:- It had to happen sometime - the true Feature Article concerning Dover Harbour was not received in time for this issue. Luckily the Editor was a pilot in Dover for some twenty three years so he has put together a short resumé of what he knows of the Dover Harbour Board's new Pilotage Department. As a bonus Andrew Adams has come up with a fascinating history of pilotage in the area, which I am sure will be of interest to pilots everywhere. The history of pilotage in the UK and that of Dover are synonymous.*

Dover Harbour in the last 100 years has become inextricably linked with the cross-channel ferry traffic. However, a steady commercial traffic pattern was established using the enclosed docks and the Eastern Arm, cargoes varying from coal, through wheat and timber, to the fruiters which use Dover the most. Volume of traffic is seasonal to an extent: when the citrus fruits are in vogue ships arrive from such diverse places as California, South Africa and Israel.

Pilotage in Dover prior to 1987 was done by the southern arm of the London Pilots, the Port of Dover being part of the London Pilotage District. It is, of course, a port of refuge and the long established

Strand Palace Hotel nearby. Call Davina for details.

Because of the later time for Conference this year, and the subsequent silly season in December, the next issue of *The Pilot*, with full coverage of the event, may be delayed slightly. Try and contain the frustration!

JD Godden  
140 Dover Road,  
Sandwich, Kent CT13 0DD  
Telephone 0304 612752

boarding and landing station for the Deep Sea Europilots. In addition it is the natural landing base for overcarried pilots from our near neighbours Holland, Belgium and sometimes Germany, in bad weather.

Subsequent to the passing of the 1987 Pilotage Act, the Dover Harbour Board decided they wanted more from their employees than purely pilotage, finally electing to employ five former London pilots as Assistant Harbour Managers (Pilotage). These five joined forces with five previously employed Assistant Harbour Managers who had not hitherto undertaken pilotage in Dover.

Dover Harbour Board's plans were to gradually integrate the 10 individuals to oversee the logistics of the Port, berth

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availability for ferries and commercial traffic, the Port Control Centre and to be the think tank for the Port's expansion and future, under the umbrella of the Manager Marine Operations.

To my knowledge this is unique in British pilotage, probably nearer to the Sullom Voe concept than anything else. I understand it is successful, believing

the future will rest with a nucleus of trained maritime personnel capable of undertaking any task the administration of a Port requires. Already one of the ex-London pilots has been promoted to Deputy Manager Marine Operations, opening up opportunities denied pilots in more conventional port systems.

Considering much of the history of

pilotage actually started around the small harbour known to the Phoenicians and the Romans, and from such beginning developed pilotage systems in a world-wide sense, it will be interesting to see if Dover Harbour Board's new approach has such far reaching consequences.

JD Godden

## DOVER AND THE CINQUE PORTS' PILOTS

When writing about the Dover Pilots it is virtually impossible to do so without any reference to the activities of the Cinque Ports under the jurisdiction of the Fellowship of the Court of Lodemanage.

The principal purpose of the Cinque Ports Pilots was to pilot vessels round or through the notorious Goodwin Sands, across the Kentish Flats and up the River Thames to London as well as providing a pilotage service for the ports after whom they took their title. Although termed Cinque Ports Pilots they were not responsible for all the Cinque Ports covering only Dover, Sandwich, Deal and the Isle of Thanet. Control of the pilotage at Rye was under the control of the Corporation of Rye but subject to direction from the Lord Warden. Hastings, being little more than an open beach had no pilotage organisation whatsoever although prior to the introduction of a fixed cruising station at Dungeness in 1808 the Hastings boatmen had plied at sea offering pilotage assistance in the same manner as the Deal and Dover men described below.

The Cinque Ports Pilots were organised into two main groups at Dover and Deal with two smaller groups at Ramsgate and Margate. The scope of this article therefore necessarily incorporates the whole of the activities of the Cinque Ports Pilots and their successors as well as the specific activities of the pilots at Dover.

### The Fellowship of the Court of Lodemanage

The Fellowship of the Court of Lodemanage, often referred to as the Trinity House of Dover, Deal and Thanet, almost certainly owes its existence to the Shipmen's Guild of the 13th Century from which developed the various Trinity Houses on the East Coast of England and Scotland. The structure of the Fellowship with its Master, Wardens and Assistants is adequate proof of the relationship with these other ancient Guild organisations which only really achieved any

prominence in maritime affairs after the decline of the Hansa Merchants. Although several writers make reference to the activities of the Fellowship prior to the 16th Century as an organised pilotage service there is no documentary evidence to support this view, although there are several instances of seamen being presented in courts in the Cinque Ports for unauthorised pilotage in the 15th Century. The earliest known reference to any organised service is to a meeting held in February 1527 under the superintendence of the Lieutenant of Dover Castle, at which rules for the pilotage of vessels to London were formulated, although this formalisation does not imply that there was no activity or organisation before this period.

Unlike the London Trinity House, the Fellowship had no separate corporate existence but owed its authority to the Lord Warden of the Cinque Ports under whose patronage the Warrants or 'Branches' were issued. An attempt in the early 17th Century to obtain a Royal Charter was not successful largely due to its supposed reluctance of the Lord Warden in having an independent authority within his jurisdiction. The lack of such a charter was no barrier to their seeking to spread their influence and, under the guidance of a new Lord Warden, Lord Zouche, the Fellowship, reconstituted in 1617, extended their authority. Previously confined to Dover, it now embraced Deal and Sandwich, despite the protests of the inhabitants of those places, Sandwich being made the subject of new regulations in August 1629.

One other important fact separated the Fellowship from London Trinity House. The Masters and Wardens and Assistants of the Fellowship were all serving pilots, and members who ceased to be seagoers were excluded from the Fellowship unless, of course, they were pensioners.

### Organisation of Pilotage

According to early records, entry to the Fellowship was strictly controlled

and applicants were examined searchingly as to their ability. Once licensed they had to maintain their knowledge of the channels and deeps and under a decree of 1568, were ordered that;

"euery yeere once there shalbe iiii of thelder masteres and x of the younger maisters at the appoyntment of the auncient maisters shall in some crayor or bote convenient search the chanelles between the South Forland and the West end of the Norwe (*sic - the modern Nore*) for the atteinment of knowledge; and to certify to the companyes of the alteracons of the markes and chanelles and the auncient masters shall levy vpon euery of those companyes towards these charges according to there discretions"

Under rules devised in 1550, the pilots were divided into three classes and the size of each ship assigned to each class was defined. The number of classes was reduced to two in 1567, an Upper and Lower Book, pilots of the Upper Book being able to take charge of ships greater than 60 tons. Pilots of one class were not allowed to take a ship belonging to another but this rule was revised in 1633 and a member could pilot a ship larger of smaller than his class provided he was the only man available. In 1634 it was decided that vacancies in the Upper Book were to be filled by the most senior of the Lower Book, but not without a further examination. A similar system to this was not adopted by Trinity House until the 18th Century. Later, most probably in the mid 17th Century this tonnage rule was changed to one of draught. By the 19th Century the Upper and Lower Book were distinguished between vessels of under of over 14' draft and this rule or division of pilots survived until the 1970's when a tonnage rule was reintroduced, remaining in force until the end of Trinity House involvement in October 1988.

By the early 19th Century the terms of a Cinque Ports Warrant was such that a pilot was licensed from Dungeness 'over the Flats' (meaning the North Kentish Sands) round the Long Sand Head and

up the Rivers Thames and Medway and into Ramsgate, Dover, Sandwich and Margate Harbours. The reference to the Thames and Medway did not include the whole of these rivers, the limit in the Medway being quarantine anchorage at Stangate (Standgate) Creek a few miles above Sheerness and the limit in the Thames being Gravesend Reach. A few pilots were further licensed to pilot above Gravesend but by 1836 only eight on the Dover Book were so qualified and after the implementation of the Acts of 1854 no further pilots were allowed to be licensed above Gravesend.

A pilot house or lookout had always been sited on the western pier at Dover since the 16th Century. In 1847 it was rebuilt and later was to suffer the indignity of having a railway pass through its basement when the South Eastern Railway Co. extended their line to the new station on Admiralty Pier. In March 1914 the house was demolished to make way for a new Continental station and other accommodation was sought elsewhere in the town. From this pilot house the Wardens and the Clerk were able to view the traffic passing up to the Downs. As the Clerk had no means of knowing who had shipped from the cutter a complex system of code flags was devised, each pilot having his own distinctive flag. By displaying this flag when passing Dover the Clerk was able to record which pilot had shipped in which vessel. This system continued until the First World War and an illustration of a steam cutter together with a complete set of individual flags used is to be found in Trinity House.

### Entry to the Cinque Ports Service

After the incorporation of the other ports in the 17th Century new entries to the service were required to serve 'on the Island' (Thanet) before being transferred to the Lower Book at either Dover or Deal. This system was to survive the transfer to Trinity House and remained in existence until 1971. Pilots were required to be stationed at Thanet but this did not mean that they had to have started their service on the Island, in the 1920's and '30's one pilot was always available at Ramsgate.

To qualify for the Upper Book meant serving seven years as a pilot of vessels of under 14' draft, on completion of this period of service an examination was held and if successful a certificate to that effect was issued, the pilot then had to await a vacancy before being placed on the Upper Book. Considerable advantages were to be had on transferring

to the Upper Book not the least being an increase in income to almost double the previous level. In the early 19th Century there were 32 pilots in each category (later reduced to 26) making 64 in all at Dover and 64 at Deal with a further 6 each at Ramsgate and Margate. The majority of the pilots on the Dover Book and a large proportion of those on the Deal Book were Freeman of Dover, pilot places were the subject of political patronage and those who were not Freeman obtained their Warrants or 'Branches' (meaning a branch of the Charter or Licensee held by the Lord Warden) by means of Parliamentary 'interest', it was therefore common to see son follow father into the service although 'outsiders' from Scotland and other parts of England including Northampton and Southwood gained entry during the 19th Century. This influx of 'outsiders' almost certainly came about as a result of the Napoleonic Wars, when a severe shortage of pilots (navigators) for the Kings ships led to the take up of a large number of suitable mariners from the Merchant Service for the position of Master or Second Master. On completion of their Naval service several of these were given preference for places as Cinque Ports Pilots, latterly as a result of the patronage of the Commander of the Channel Squadron, Rear Admiral Sir EWC Owen and also Admiral Sir Pulteney Malcolm. Approximately 40% to 50% of the Cinque Ports men received their appointments in this manner during this period, although most of them had seen service in trading vessels as well as being the sons of Freeman and had a close connection with Dover or had a suitable 'interest'.

Another method of entry was via the East India Company's yacht which met Indiamen in the Downs and notwithstanding the presence of a pilot on board the Indiaman, preceded the vessel across the Flats to the Nore taking soundings ahead of the ship. This yacht was phased out in about 1834 but many a Mate and Master with an 'interest' was able to obtain a place as a Cinque Ports Pilot after having served for a reasonable period in the yacht. He would of course previously have seen service in normal trading vessels.

During the 1833 Select Committee hearing, several of the Deal boatmen made complaint that, despite being qualified and having made proper application, they were not selected for the Cinque Ports service. A few years later in 1835 one of these boatmen, William Stanton, was to seek an audience with the Lord Warden. After being

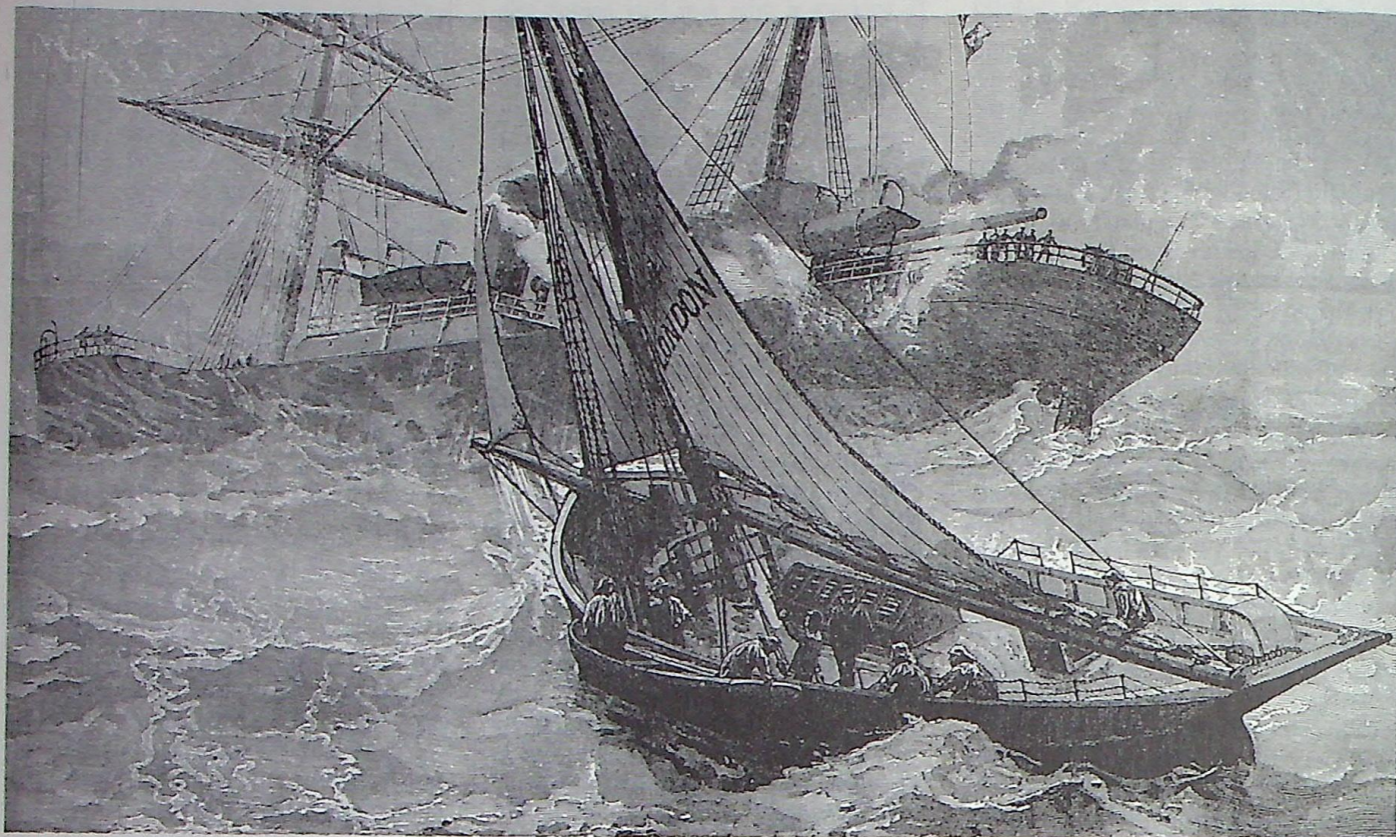
favourably received by the Duke, Stanton was invited to dine with him at Walmer Castle and afterwards was told to make an application to the Court at Dover. He was successfully admitted to the Fellowship but one wonders however, whether this was a clever attempt on the part of the Duke to divert unfavourable comment about the selection methods and the blatant use of 'interest' which had prevailed before the Reform Act rather than any desire to advance the cause of the Deal boatmen over that of the Dover Freeman and the recommendations of the Court of Lodemanage.

### The Cruising Pilot Cutters

Prior to the 19th Century the pilots had put off from shore in boats and the Act of 1716 made it a requirement that sufficient numbers of pilots 'plied constantly at sea' to be ready to take charge of ships both belonging to the King as well as those of merchants: these boats in the main belonged to the boatmen's companies. Larger cutters also belonging to the boatmen cruised far to the Westward seeking to fall in with large Indiaman 'down channel'. These cutters were between 30 and 50 tons and immediately prior to the introduction of cruising at Dungeness had numbered some 18 craft (including one called the 'Patty' owned by Godden) all owned in Dover. In addition to these cutters there were 21 luggers of between 20 and 30 tons, again from Dover, which plied at sea in the hope of obtaining a 'job' as mentioned below.

For a time a number of the pilots had operated from the beach at Dungeness having built a small 'house' there from which to operate. This had to be abandoned when a build up of shingle deposits prevented them from launching at low water. At the same time, these shingle deposits contributed to the growing up of a bank offshore, literally referred to as the 'new come' sand and which was later referred to on the charts as the Newcome Sand. This bank prevented ships from coming around under the lee of Dungeness and therefore lessened usefulness of a service operating directly from the beach. The boatmen also cruised out at sea in the expectation of falling in with ships and offering services such as salvage or assistance in taking the vessel to a safe anchorage in the Downs as well as carrying off mail and passengers, stores and sundry items. When they fell in with such a ship a boat was dispatched to shore to fetch a pilot who was usually taken on board by the time of passing South Foreland.





Shipping off Dungeness c. 1880

Due to the dangers of war and the increasing depredations of privateers as well as the opportunity of profitable hiring to the Navy, the number of vessels operating in this manner declined during the early years of the Napoleonic Wars and several merchants complained that they were unable to obtain pilots and that ships were needlessly delayed or lost as a consequence. To remedy this the Pilotage Act of 1808 decreed that both companies of pilots were to have a minimum of ten pilots cruising in specially built cutters off Dungeness, the remainder to continue to operate from shore and that thereafter none of the Fellowship were to cruise westward of Hastings in search of London bound vessels. The two cutters established at Dungeness from the 1st October 1808 were the *Countess of Liverpool* (60 tons) and the *Argus* (82 tons). In 1812 the 1808 Act was repealed and most of its provisions re-enacted, the requirement for the Cinque Ports Pilots to cruise off Dungeness was removed by Order in Council the following year but the Fellowship decided to retain the system, at the same time increase the cruising complement to twelve in winter and eighteen in summer.

The effect of the cruising system on the employment of Dover boats was quite dramatic; of the 18 cutters in 1808 there were only 7 in 1833 and these made their living from serving homeward bound

ships with mail and essential stores and the landing of passengers who desired to be in London more quickly than could be guaranteed if the ship was required to anchor in the Downs and await a fair wind. The practice of 'seeking' with such cutters, which in the past led them to cruise as far as the Scillies, gradually fell into disfavour especially as the Act of 1808 also led to the licensing of pilots to and from Dungeness to the Isle of Wight and the opportunities to pilot a vessel to the Downs declined as a consequence. Other employment included the carriage of passengers and dispatches to France, either Calais or Boulogne, usually under contract to the Post Office, but as frequently on private contract. The luggers were reduced to 5 by 1833 but continued to 'seek' for pilotage work in the old manner. They were however, frequently used for carrying Post Office bags to France and for landing passengers from the packets at Dover when a build up of shingle prevented the steam packets from entering port. By the 1850's the luggers and cutters had virtually disappeared, the work of the Dover boatmen by this time being limited to hovelling and attendance in the harbour itself.

#### The North Foreland Station

The establishment of Belgium as an independent state in 1830 and a partial

opening of the River Scheldt led to an increase in traffic between Flanders and the Thames. The pilots stationed at Thanet found it increasingly difficult to maintain their operations from the shore. They had traditionally used the services of boatmen at Margate and Ramsgate but now with the increasing trade they found themselves at their mercy, exorbitant charges and in some cases plain refusal to put off to a ship being the major complaints. In November 1831 the Cinque Ports Pilots introduced a rule which made it necessary for the pilots at Margate and Ramsgate to maintain two cutters one of which was to be constantly at sea to serve ships bound for London and the Medway. Unlike the Dungeness cutters the pilots could not charge a fee for the use of the boats and each new pilot had to purchase a share in the boat for £12 10s. which was redeemed when he was transferred to either Dover or Deal. The financial burden of maintaining two cutters led to a reduction to a single cutter by 1852 when the second boat was most probably transferred to Dover for use as a tender to the cruising cutters at Dungeness. Quite when the North Foreland cutter ceased operation is not certain, certainly Captain Learmont a former Cinque Ports Pilot and latterly Superintendent of Pilots at Harwich writes of being put off from Ramsgate in a boat whilst 'serving his time on the Island' in 1910. From these formalised

beginnings in 1831 a service of sorts has existed at the Foreland right up to the present day. During the First World War in 1915 a yacht the *Thalatta* was purchased to maintain station. This vessel was replaced in June 1916 by a far larger steam yacht the *Schievan*, *Thalatta* thereafter being used in the Examination anchorage in the Downs and latterly at Great Yarmouth. After the War, most probably in November 1919, the North Foreland Station was discontinued and both steam yachts were sold the following year; however a service was available from Ramsgate.

The station was revived again in WWII when in 1940 the Sunk cutter was stationed at the Fishermans Gat and tendered from Margate and the Dungeness cutters were stationed, one in the Downs and the other at the North Goodwin LV. After the fall of France all the cutters were moved to Gravesend and proceeded from the convoy anchorage at Southend to the Elbow buoy at first light every day, or as convoy movements required, returning in the evening. This station was again moved to a position at the Dumpton Gap buoy, by November 1944 being supplemented by a powerful motor launch belonging to the American War Shipping Administration operating from Ramsgate. After the war the service was maintained by the motor boats of the Thanet Motor Boat Co until the takeover of the company by Trinity House in February 1972. This service was operated from Margate but in 1978 the pier there was severely damaged by storms and thereafter the service was transferred to Ramsgate. It continued to operate from there until the transfer of Trinity House responsibilities to a joint company belonging to the Port of London Authority and the Medway Ports Authority in October 1988.

#### The Select Committee of 1833

Pressure for reform of the pilotage system was made in the 1830's coming hard on the heels of the changes brought about by the Reform Act and, in common with other Districts, the Cinque Ports were made the subject of a Select Committee which published its report in 1833. Included in the Report was the suggestion that the Fellowship should be taken over by Trinity House, this was opposed by the Lord Warden, the Duke of Wellington, and it was not until after the Duke's death in 1852 that proposals were made to transfer control of the Fellowship to Trinity House, this measure taking effect in 1853.

Many complaints were heard by the Select Committee. From the Shipowners

the major issue was that the cruising system was expensive and unnecessary: this statement was curious in light of the fact that the cruising system was instituted at the request of the shipowners to avoid delay to their vessels and thus save time and money! The boatmen were also against the cruising system arguing that they had suffered a severe reduction in their earnings since the introduction of cruising, that if they took charge of a ship and were subsequently superseded by a licensed pilot before passing the South Foreland they got no pay whatsoever and that more importantly most of them were perfectly qualified to take charge of vessels yet were prevented from doing so by the Fellowship.

The boatmen's allegations were refuted by the Duke who argued that the greatest reduction in their earnings had been occasioned by the introduction of a boat licensing system by the Excise, which, coupled with a renewed effort after the War by the Revenue cruisers, had significantly reduced smuggling by which the greater portion of their earnings had been made. He went on further to state that large fleets of French fishing vessels worked off the beach at Deal taking their catches to France after curing and processing. Hardly any of the Deal men were engaged in this work and the Duke remarked that if indeed they were as poor as they suggested then they should take up fishing. The other factor which had lessened employment had of course been the end of the war and the abandonment of the convoy system and a consequent reduction of the number of ships laying in the Downs and requiring tendering.

Outward bound vessels from London landed their pilots by means of ship's boats in the Downs but use was also made of the Deal boatmen, the rates charged for this service rising in direct proportion to the severity of the weather conditions, a normal charge of 7s could easily rise to £3 or perhaps £4 and the boatmen were never averse to striking a hard bargain if the circumstances allowed. Many ship's masters were also reluctant to send off a ship's boat to land a pilot as frequently the crew manning these boats, having received upwards of two months advance of pay had been known to abscond when reaching the beach at Deal. The boatmen tried to persuade the Committee that in return for agreeing a fixed fee they should have the monopoly of this work as well as having a monopoly of the pilotage between Dungeness and the South Foreland.

One other interesting fact emerges from the Committee regarding Folkestone. The

Committee were to hear from various parties that a large number of Deal pilots were in the habit of travelling by coach from Deal to Folkestone to board their cutter. These parties used this as proof that a suitable shore station could be built at Folkestone from which both groups of pilots could put off from the shore, and argued that the Deal Pilots by making a preference of Folkestone concurred in this view. The truth was somewhat different; most of this activity on the part of the Deal Pilots took place in the summer when it was safer to put off from Folkestone, the harbour such as it is was then, being dangerous due to offshore rocks, although several parties gave evidence that there were no problems with the use of Folkestone. Because the Dover and Deal Pilots worked on a strict equation of turns, the fact that the Deal cutter when returning to replenish its cruising complement had further to travel meant that invariably the Dover cutter, being able to return to the cruising ground in a shorter period of time was thus able to ship more pilots: this, coupled with the fact that any vessel passing the cutter was more likely to be supplied with a Dover pilot from the shore rather than a Deal man, meant that the Dover Pilots were ahead by a considerable number of turns. It was therefore necessary in order to balance the turns for the Deal men to travel overland to Folkestone and go off from the shore there. (Interesting that it was to be another 134 years before Folkestone was to be used as a pilot station in the manner suggested!). Despite all the recommendations to the Committee, virtually no action, save the licensing as pilots of a few boatmen was taken, and the Cinque Ports service continued much as before.

#### Pilotage Exemptions

By the Act of 1716 Masters, Mates and Owners of vessels resident in the Cinque Ports were exempt from taking a pilot in or out of those places and when proceeding to and from the Thames and Medway. This Act had merely regularised an agreement between the Fellowship and Trinity House dating back to the early 16th Century. This system was subject to abuse as it was well known that numerous shipowners in Flanders employed a Cinque Ports mate so as to escape pilotage in the Cinque Ports and River Thames. This particular practical piece of legislation was incorporated in the 1808 Act but a few years later, after much complaint about continued abuses of the privilege, colliers, traders from Ireland and British



vessels trading between Boulogne and the Kattegat as well as Men-of-War were made exempt from pilotage in the Cinque Ports and River Thames in an attempt to prevent further complaints about unfair advantage to one particular section of the coasting trade.

A further exemption was granted by virtue of Postal Treaties which conferred on the Post Office Packets of France, Belgium and Holland the privileges of Men-of-War and thus meant that they were exempted from any Pilotage provision. This exemption pre-dates all of the modern pilotage legislation and certainly that of the 1854 MSA relating to Home Trade Passenger Ships which held that Masters and Mates of such ships could be allowed to qualify for pilotage certificates, and led to an anomaly which was not resolved until the implementation of the 1987 Pilotage Act.

These Postal Treaties applied to the ports of Calais, Boulogne and Ostend and, to overcome any possible administrative problems the Masters and Mates of the French and Belgian vessels involved were issued with Letters of Competence instead of the more usual Pilotage Certificates. This measure was almost certainly adopted as a result of a 1906 amendment to the 1894 MSA regarding pilotage, which prohibited aliens from holding pilotage certificates and was a means of formalising a system, which already existed *de facto*. The fact that these regulations applied only to the established packet routes created an anomaly when, in 1936, a train ferry running between Dunkirk and Dover was transferred to a French subsidiary. Because Dunkirk was not one of the ports referred to in the Postal Treaties, the ship was obliged to take a pilot for Dover even if her Master had previously sailed in and out of Dover from Calais or Boulogne without any Pilotage Certificate or compulsion to employ a pilot!

### The Oversea Pilots

Ever since the early days of the Fellowship, pilots, both belonging to the Fellowship and the boatmen companies, as well as 'strangers' had plied off Dover for the purpose of conducting ships 'oversea' to Flanders and Holland. The Fellowship sought to retain a monopoly of this work for themselves and attempted on many occasions to prosecute interlopers but to little avail. Some of these unauthorised men also used the pretence of boarding a vessel for 'oversea' then taking her to London thus breaching the rules of both the Fellowship and Trinity House regarding unlicensed pilotage in the Thames. By the early years of the 19th century it was a

requirement that all pilots of the Fellowship make a survey of the Flemish and Dutch coast once every five years to maintain their familiarity, this was primarily a Defence of the Realm measure to ensure that the Kings ships would have a sufficient number of pilots to conduct them during any warlike operations. It appears that the last occasion that Cinque Ports men were used in this way was in 1830 when a number of them were drafted to naval vessels engaged in the blockade of Dutch ports during the brief but successful struggle by Belgium for independence from Holland.

Unlicensed men of course continued to offer their services for commercial ships but Cinque Ports men were also available to ship from the Dungeness cutter for work outside the District. In the late 19th Century with the increase in trade to the Scheldt and the opening of the New Waterway to Rotterdam, Dutch and Belgian cutters were stationed between Dover and Dungeness. This practice whilst introducing a measure of control of the 'oversea' pilots, led to conflict with the Cinque Ports pilots who questioned the legality of ships entering the District without a Cinque Ports Pilot, the matter eventually led to litigation and, in a test case in 1914, involving the steamer *Anglo-Columbian* which stopped off at Dover to take a pilot for Hamburg it was held to be making use of a port in the District and thus liable for compulsory pilotage. After this ruling the Dutch and Belgian cutters remained down off Dungeness where they could rightly claim not to be making use of a port in the District but they were to be withdrawn on the outbreak of war in August 1914.

After the Armistice in 1918 the Dutch and Belgian cutters returned to Dungeness, this time in company with cutters from the Elbe and Weser. This was due to the extensive mining in the North Sea which made it extremely dangerous for navigation, under these circumstances it was considered expedient to introduce pilotage from Dungeness. As the minefields were gradually cleared these foreign cutters were gradually withdrawn, the last in 1929 being a Dutch vessel from the Rijnmond (Rotterdam) District. In 1946 the long established firm of shipping agents at Dover, George Hammond, established a 'deep sea' pilot service which continues to this day.

### The Bengal Marine Service

The rapid increase in the activities of the East India Company in Bengal led to

an expansion of the trade of the Port of Calcutta and with it an increase in the size of ships trading to it. The Masters of these ships were reluctant to undertake the passage to Calcutta on their own and they were unskilled in the management of square rigged ships of such size as that employed by the East India Company. The India Company therefore instituted its Bengal Marine service in 1669 with six Cinque Ports men who were to lay the foundations of the world famous Hooghly Pilot Service. George Herron, James White, Thomas Massen, James Ferborne, John Floyd and Thomas Bateman were to serve the India Company for seven years and under George Herron they surveyed the whole of the river and published the first chart in 1679 together with detailed sailing instructions. They not only contributed to the fame of the Hooghly service but enhanced the standing of the Cinque Ports Pilots. Later candidates to the service were drawn from the Greenwich and Christ's Hospital Schools and, after serving variously as apprentices then leadsmen, they were finally qualified as pilots after a seven year period.

### Transfer to Trinity House

The death of the Duke of Wellington in 1852 led the Government to introduce legislation transferring the Cinque Ports service to Trinity House. This Act 16, 17 Vic 1853 together with assets amounting to some £15,958 included property in Dover, namely the Pilot House and freehold land, a capstan ground and Pilot House at Deal, four pilot cutters and sundry other items. One hundred and six pilots were to come under the Trinity House control and pensioners of the Fellowship were to have their pensions guaranteed by Trinity House. Pilots of the Fellowship were to be allowed to continue using the title Cinque Ports Pilots but all new pilots at Dover were to be styled South Channel Pilots. Notwithstanding this Regulation the new pilots at Dover continued to call themselves Cinque Ports Pilots until the provisions of the 1987 Pilotage Act finally brought the practice to an end. With the introduction of a new Merchant Shipping Act in 1854 which incorporated all of the separate pilotage legislation, it was laid down that no more pilots were to be licensed to proceed above Gravesend. After the transfer to Trinity House the use of Deal was progressively phased out such that by the end of the 19th Century almost all pilots were put on board ships by the pilot cutter at Dungeness, although continuing use was made of Ramsgate and Margate and outward pilots continued to land in the

Downs.

Changes were made to the process of selecting pilots and by the 1880's only Master Mariners who had been Mate or Master of square rigged ships could enter the service. Previous to this time the method had been to recruit any person who could produce reasonable certificates of service, conduct and competence. In many cases Masters and Mates of colliers were selected and some of these had served entirely on the coast in brigs but the requirement for a Masters certificate put an end to this method of entry.

Trinity House commenced the replacement of the pilot cutters about 1860 and two new vessels the *Princess* and *Wellington* were built with the *Vigilant* following in 1879. In 1891 it was decided to introduce steam pilot cutters and two vessels were ordered from Wm Denny of Dumbarton. These two cutters the *Guide* and *Pioneer* were the first steam cruising cutters although during the Franco-Prussian War in 1870/1 the Weser pilots had employed a number of steam tugs for pilot service.

In 1906 two more steam cutters were built, the *Pathfinder* and *Prudence*, and the *Pioneer* and *Vigilant* were transferred to Harwich and the *Guide* was used as a tender. In order to make better use of the spare cutter it was decided that, from January 1907, all outward pilots from London would be landed by a steam cutter to be stationed off Dover and that the practice of using boatmen to land in the Downs or off Dover would cease. This action provoked an outcry from the Dover and Deal boatmen and, enlisting the aid of the Mr George Wyndham the Dover MP, Earl Roberts and others, including Clarke Russell, a novelist who lived at Deal, they started a press campaign. The Master of Trinity House, the Prince of Wales, was appealed to, and a petition was sent to the King. As a result of this campaign the cutter was withdrawn on the 30th September 1907. Outward ships continued to be landed by boatmen until the First World War when the practice finally ceased.

At the outbreak of the First World War the cutter at Dungeness was withdrawn to Dover, an Examination anchorage was set up in the Downs and several extra cutters were employed to board and land the vessels in the anchorage. An Isle of Wight cutter the *Nab* was transferred in 1915 and use was also made of the purchased steam yachts including the *Thalatta*.

During the Second World War similar arrangements were made with a cutter established in the Downs and another at the N Goodwin LV. A Mr Upton of Deal

was contracted to board and land pilots with his motor boat at Deal Pier. When this pier was damaged in early 1940 the Harwich tender *Vigia* was employed to take pilots to and from Dover. With the fall of France the examination anchorage was abandoned, the cutters were transferred to Gravesend together with the staff of the pilotage department at Dover. Most of the Dover pilots were also transferred to Gravesend but a sizeable number opted to transfer to Southampton and many remained there after the end of the war. Some of the pilots transferred to Gravesend later served on the Clyde and remained there until 1944 when, with the impending invasion of France, traffic levels began to build up and they were ordered to return to the London District. Some other pilots accepted commissions in the RNR and served as pilots at Freetown, Sierra Leone, from 1942 to 1944. Two pilots remained at Dover to cover what commercial work there was until the Dungeness station was revived in early 1945. After the war new cutters were introduced and the service returned to its original structure.

### The Folkestone Station

In 1966 it became apparent that the high replacement cost of cruising cutters meant that other methods of pilot supply would have to be considered. In 1960 it had been found possible to replace the IoW cutter at the Needles station with a fleet of fast launches and the success of this operation led Trinity House to consider the adoption of a similar system for the Cinque Ports.

A temporary station consisting of portable buildings was established at Folkestone and the pilot cutter *Bembridge* was anchored close offshore to provide a communications base and a back-up facility if launches proved unable to cover the task. A number of 40' launches were provided to start the new service and a large 70' steel boat ordered from Holland for service in heavy weather. In the meantime work began on a purpose built shore pilot station overlooking Folkestone Harbour. Thus, after cruising off Dungeness for 159 years, and 134 years after the Select Committee had heard recommendations that Folkestone be made a pilot station, the Cinque Ports Pilots abandoned the cruising cutter and came ashore. The shore stations at Dover, Ramsgate and Margate continued as previously to supply pilots for vessels not arriving from the south west.

With the transfer to the port authorities in 1988, Folkestone in its turn was abandoned, five Trinity House pilots

transferred to the new service administered by the Dover Harbour Board while the remainder prepared to move to the Ramsgate station which the Port of London Authority and the Medway Ports Authority had decided would be the new southernmost pilot station for the Thames and Medway. The shore pilot station at Folkestone was transferred to Sealink Harbours and almost two years after the handover remains unused although it will probably be incorporated in the new marina project for the harbour.

### The Port of Dover

In Roman times the River Dour, from which Dover took its name, discharged directly into the sea between the cliffs, and a small quay was constructed in the middle of the town by the Romans on the earlier structure built by the Celts. On the cliffs above the town a lighthouse or pharos was constructed, the ruins of which remain to this day. Over the centuries shingle deposits and silt created a delta, the westernmost entrance of which also silted up due to the building of a tide mill. By the Middle Ages the river was deflected to run parallel to the shore, westwards to Arch Cliff, by a shingle bank. Eventually a lagoon was created inside this shingle bank which was used as a harbour with some form of shelter in west and south west winds being provided by the cliffs.

It was this lagoon which was to form the basis of the harbour construction which, by the time of Henry VIII, was to determine the shape of the present port. Pier heads were constructed and a tidal harbour together with a lake or 'pent' for flushing the shingle and silt was formed. In time this tidal harbour was transformed into a dock system and a small outer harbour which was used by the packet boats.

During the Middle Ages Dover was undoubtedly engaged in the wool trade with Flanders and the Staple located at Calais. Passage boats also carried Government messengers as well as those of the Merchant Strangers and the Merchant Adventurers. Due to silting some of this trade was lost to other ports such as Sandwich and Rye although there were numerous attempts to reserve a monopoly of trade for Dover. After the construction of the harbour in the 15th Century trade returned, but it proved difficult to keep the harbour in good repair and some merchants moved their business elsewhere. Locally owned ships were exempt from pilotage as were the packets, and the work for pilots was almost certainly restricted to irregular



traders such as colliers and the occasional fruiter from Spain. In the early 17th Century 32 pilots were stated to be Dover harbour pilots but whether they engaged exclusively in this work is by no means certain.

A number of local merchants were Huguenot refugees and had important trading connections with France and Flanders, prominent among these were the families of Minet and Fector who dominated Dover's trade for some two centuries, the scope for piloting these vessels was however, limited due to the

exemption for local owners. Dover, of course, had an important role as a port of refuge but in most cases the vessels piloted under these circumstances were invariably in the charge of boatmen who were prominent in the salvage business and to whom the law gave exclusivity of pilotage when undertaken as a sequel to a successful salvage operation.

Although some improvements were effected during the two centuries after the works of Henry VIII the harbour remained in its basic form until the early 19th Century when plans first appeared

for improvement in an effort to remove the problems caused by the build up of shingle which, on many occasions, closed the harbour completely for days on end and forced the packets to anchor off and land their passengers by means of boats. Some improvements were effected by the Harbourmaster, Capt John Iron, who was appointed late in 1832, having previously served as a Cinque Ports Pilot, but the real problem lay in the build up of shingle after south westerly gales which seemed to defeat any attempt to repel its incursion on the harbour. In 1847 the Admiralty Pier was commenced, being completed in 1874. This pier was principally for the use of the packet boats and thus put an end to the business of landing by boat. Suspicion over the long term ambitions of France, and Admiralty concern over the lack of a suitable large anchorage in the Eastern Channel, led to the commencement of a huge series of works to enclose an area big enough to hold the Channel Fleet. Finally completed in 1914, just months before the outbreak of WWI it created the harbour familiar to hundreds of thousands of visitors today.

During the First World War two blockships were sunk in the Western entrance, these being the *Livonian* and the *Spanish Prince* although it had originally been intended to use the CP Liner *Montrose* but she was swept out of the harbour onto the Goodwin Sands during a severe storm before she could be sunk in her assigned position. *Livonian* was lifted in 1932 but the *Spanish Prince* proved difficult to remove. In August 1918 a monitor *HMS Glatton* caught fire whilst bunkering and threatened to destroy a large part of the town due to the large quantity of ammunition on board and the fact that another ammunition ship lay close by. After several repeated attempts to fight the fire, an order was given for her to be sunk by torpedo from *HMS Cossack*. This action claimed the lives of 58 sailors but undoubtedly saved the lives of a far greater number of the inhabitants of the town. *HMS Glatton* was finally lifted in 1926 and broken up in the Camber.

The harbour attracted some important traffic after the First World War when finally released from Admiralty control in 1923, and a thriving passenger trade was built up with vessels of the Hamburg-Amerika Line, Royal Netherlands Steamship Co, Surinam Line, and the Jamaica Direct Fruit Co, Dover Harbour Board supplying a special passenger tender the *Lady Saville*. Due partly however to a lack of facilities, and the improvements made at Southampton, a lot of this traffic had moved away by the late 1930's. A coal bunkering facility at

the Eastern Docks provided a steady trade in the 1920's and 30's with coal from the Kent coalfields, a special ropeway system bringing the coal direct from the colliery as well as by railway wagons. Major dredging work was undertaken in March 1939 presumably in expectation of the forthcoming confrontation in Europe. The harbour was closed to commercial traffic in WWII and was again used as a naval base, the port was heavily bombed after the evacuation of Dunkirk, and a Fleet Auxiliary the *War Sepoy* had her back broken as a result of bomb damage and was afterwards sunk as a blockship. In January 1941 a further blockship was placed at the Western entrance, the bomb damaged *Minnie de Larrinaga* of Liverpool. The port was returned to civilian control in 1946, and due to the long term decline of trade at London, Dover was able to build up a small but substantial trade, principally with Spain and Portugal, but also with fruit ships, most of which is still retained. The mainstay of business is of course, the ferry traffic, especially the roll-on roll-off trade which has grown enormously since 1946. Work on removing the blockships took a number of years, the *War Sepoy* and the *Minnie de Larrinaga* being finally removed in 1963 together with a large part of the superstructure and top hamper of the *Spanish Prince*. During these operations the *Spanish Prince* broke in two and was moved aside from the entrance allowing the opening of the Western entrance for the increasing ferry traffic.

Andrew Adams

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PENSIONS NEWS

PNPF - Ill-Health Pensions

On 1st October 1989, ill-health pensions for 'Special' members of the PNPF (ie those whose normal retirement age before 1st October 1988 was 65) was improved. Confirmation of the improvement was sent out to all member earlier this year. It is emphasised that the improvement only relates to the benefits of 'Special' members and not to all members as implied in the 'Opinion' column of the July issue of *The Pilot*. At the present time, any member whose normal retirement age before 1st October 1988 was 60 and any new members of the Fund from that date, would receive benefits projected to age 60 only if early retirement were to ill health. Similarly, PNPF Early Retirement Scheme enhanced benefits are projected to either age 60 or 65, depending upon a member's normal retirement age before October 1988.

MNOPF Benefits

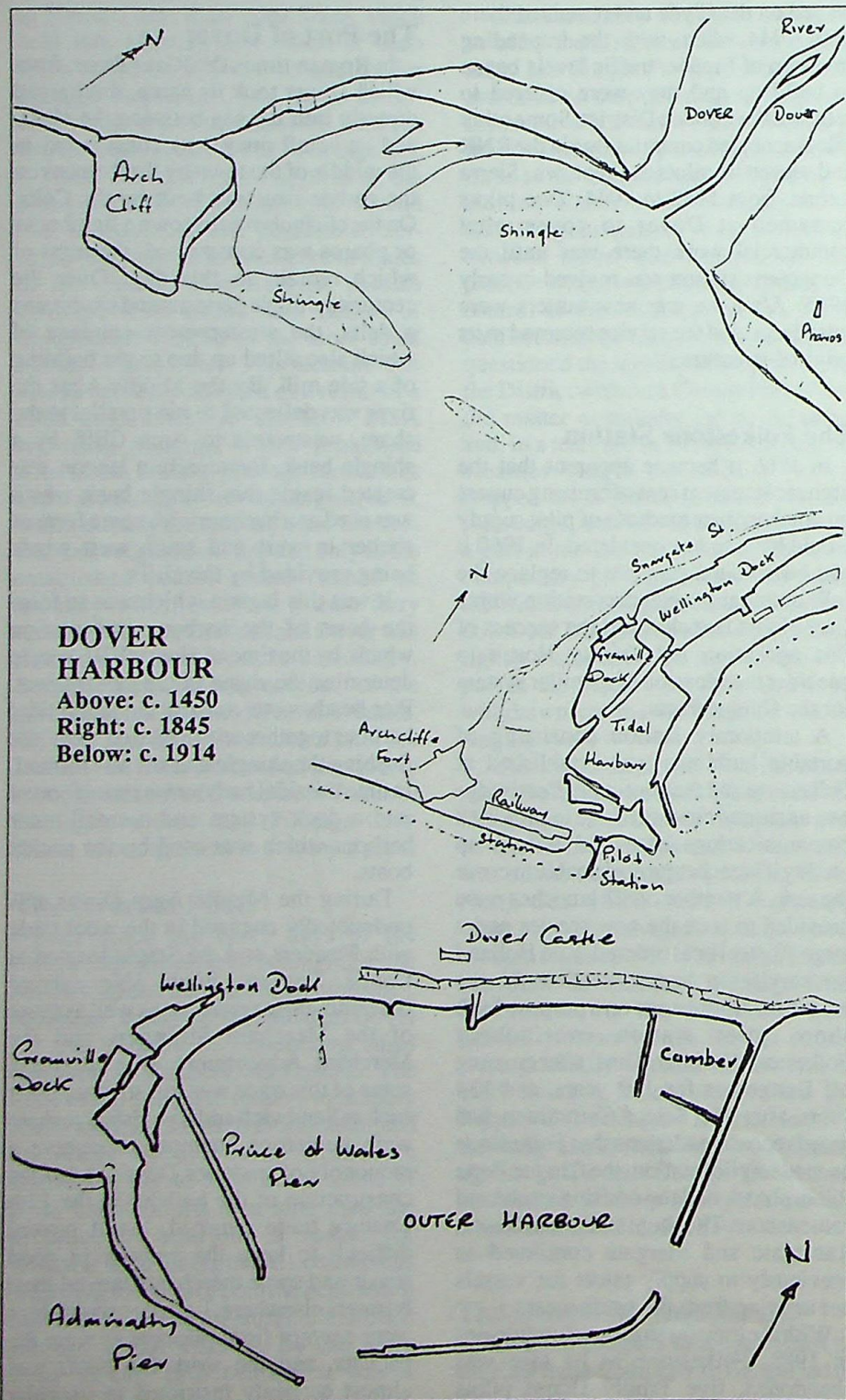
Many pilots have deferred pensions under the Merchant Navy Officers' Pension Fund. These pensions, particularly those which covered service before 1978, have increased substantially in value over the years and will, no doubt, provide very worthwhile benefits upon retirement.

Over the years a number of members have transferred their MNOPF benefits to the PNPF but, in certain cases the MNOPF were unable to transfer benefits to us until relatively recently. Therefore, if you are interested in exploring and considering the benefits of transferring to the PNPF, please let us know, even if you have been advised by us in the past that a transfer was impossible. Any transfer value received by the Fund would provide added years and months of service and would be used in the calculation of your benefits upon leaving the Fund, using your final pensionable earnings at that time.

Following any enquiry from a pilot, full details and comparisons would always be provided in order for the member concerned to make a decision. Each individual case is different and, after considering the options available, it may appear to be more advantageous to leave deferred benefits with the MNOPF; however, it can be useful to compare. When writing to us on this subject, it would be helpful if you could provide your MNOPF membership number.

Once again, please let us know your new address when you move house, and please remember to ensure that your Expression of Wish form is always up to date.

Jan Lemon



OBITUARY

Captain KE Powell

It is with regret that we have to announce the death of retired Southampton pilot Kenneth Powell on the 10th July at the age of 72 years.

Son of a Trinity House Pilot, Ken was born and bred in Southampton serving with the BI Company from 1935 to 1946, then 1946 to 1952 as Chief Officer with the Southern Railway Ferries. Appointed as a Trinity House Pilot in 1952 he was on the Inward Service until 1960 and the Outward Service until retiring in 1985. Ken was well known as the local secretary for both the Southampton services for many years.

A choice pilot for the French Line and the P&O, his interests ashore included veteran cars and motorcycles, the Southampton Master Mariners Club and the Royal Southampton Yacht Club.

His funeral was attended by over 100 of his family, friends and colleagues. He is sorely missed by his wife Mary and his son Peter.





## Pilotage

## A SIREN'S SONG?

by N C Walker

PLA Sea Pilot

A request by the United Kingdom Pilots' Association (Marine) for members views on a draft policy on Vessel Traffic Services or VTS, prompts the question "what use is VTS anyway?"

Rather depressingly, any criticism of VTS made by a pilot is always assumed to be motivated by self-interest, probably because in some quarters VTS is considered to be inimicable to Pilotage. However, as UKPA(M) policy is solely directed towards ensuring that VTS procedures enhance the safe movement of vessels into and out of ports, why not ask whether VTS is making our ports safer or more dangerous. The post war proliferation of cheap ship-borne VHF installations has allowed the previously simple visual traffic signals operated by some ports to be replaced with Port information services. In the course of its deliberations, which some might call overlong, the European Study Cost 301 bestowed upon these modest beginnings the more grandiose title 'Vessel Traffic Services' or VTS for short. Now it would seem, IMO is to enter these fertile fields, no doubt intent on some form of recommended standardisation and perhaps, who knows, some future regulation.

To date, at least six International Symposia have been held on this subject. The VTS bandwagon is rolling along, enthusiastically pushed by, amongst others, electronics manufacturers fresh from ARPA successes, perhaps seeing another highly profitable outlet for their wares; and nautical academics who see the empty desks of their Colleges filled with aspiring VTS operators. When will a cool look be taken at the benefits of VTS? Even more importantly, will anyone consider whether VTS is actually creating more danger in our ports rather than less.

For instance, it is perhaps not well known that the infamous *Exxon Valdez* was in a VTS area operated by the US Coastguard, when she went aground. Even more interestingly, her OOW had requested permission to change traffic lanes and had received permission to do so prior to grounding. One's natural reaction, having observed the subsequent hysteria, is to enquire why the VTS staff were not all breathalised at the same time. It is a matter of conjecture as to whether the OOW would have taken

more or less care if no overall VTS control of Prince William Sound had existed.

Similarly, when the *European Gateway* was sunk in collision outside Felixstowe, immediately prior to this accident the *Gateway* had indicated to the port information service that she was about to proceed out of port limits on the wrong side of the channel. She was then struck on her starboard side by an incoming vessel and sank. By informing the port navigation service of her intentions, did those on watch on the *European Gateway* believe some sort of immunity had been conferred?

These incidents and others point up one of the most inherently unsafe aspects of VTS. Unseamanlike manoeuvres can be given a cloak of respectability by the simple expedient of informing the VTS service of the intention to perform them. In other words, **VTS reduces the vigilance of mariners in areas where they should be most vigilant.** A false sense of security is easily imbued by listening to VHF chatter. Information passed has sometimes come to mean responsibility shed. The communication revolution has not replaced the need for proper seamanlike training and adherence to basic procedures, and never will. It may be boring and onerous for mariners to commit the 'Rules of the Road' entirely to memory and apply them without exception: it is however very nearly foolproof. This is more than can be said of an extended use of VHF to avoid collisions or, for that matter, a reliance on some unknown navigator's remote appreciation of an inherently dangerous situation. So much for the mariner. What about the Port Authorities?

In the United Kingdom, the Harbours Act, and indeed other local Acts under which most ports operate, qualifies the port operator's liability for their actions so far as the movement of shipping is concerned. Final responsibility is generally laid upon the Master of the ship, despite surrounding that hapless individual with a framework of directions and by-laws which sometimes appear to indicate the contrary. Port Authorities should realise that, whilst the provision of accurate information on demand is most valuable to mariners, the institution of a VTS operation which ostensibly directs, supervises and oversees without

total responsibility for its actions is highly suspect. Despite manufacturers assertions to the contrary, a radar screen, even in full colour, still cannot give a true and wholly accurate presentation of some sets of circumstances occurring in the marine environment. A few continental ports staff their VTS systems with pilots in adverse conditions. This is almost certainly because the VTS operator then involved has been at some time physically in the area under surveillance in similar conditions. This is a vital personal link which can give VTS a greater viability and the mariner placing reliance on it some confidence in its ability to cope.

Ports have claimed that VTS is a necessary tool to deal with congestion. However, many ports were more congested decades ago with little difference in accident statistics, despite the lack of any instant ship-to-shore wireless communication or extensive shore radar surveillance.

Another potentially dangerous aspect of VTS is its alleged capability to replace pilots on board ships. Now that pilotage in the United Kingdom has become a service provided by the ports, one hopes that any erstwhile rivalry between Port Navigation Services and pilots has evaporated. One would also hope that this new climate should bring about a situation where both VTS and pilotage can be applied sensibly and in circumstances which are appropriate. Will this be the case? Pilotage can be expensive and at times difficult to provide. There must exist a temptation to raise compulsory pilotage limits and reduce pilotage areas where a VTS system operates under an assumption that electronics can replace the man. This despite the fact that in this context there is no proof that this is so. Undoubtedly a balance can be struck but is it a pious hope that Authorities will err on the side of safety and not of economics and expediency? After all, Port Authorities are under pressure from self-styled experts in this field whose interest lies only in the propagation and proliferation of VTS for reasons of their own. Perhaps more significantly, they are also under pressure to make their ports cheap to use. **If the provision of a VTS system implies or promotes the further removal of pilots from**

appropriate vessels which need them then it must be said that the VTS system is dangerous to shipping.

If Vessel Traffic Systems are to become more pervasive in the future then mariners should watch out - literally. Nautical Academics could spend less time branching out into the exotic realms of remote control, and more on ensuring that those afloat have soundly based knowledge of good seamanship and are drilled into practising it at all times. Most importantly, Port Authorities must be made aware that an over-extended or over-extensive Vessel Traffic System can make their ports more dangerous rather than less dangerous.

The final word can be left to International Pilots' Association Vice-President Gerald Coates who, in a report on the Sixth International Symposium on VTS in Gothenburg 1988 said:

"VTS is a large expanding industry of interest not only to Pilots, Mariners and Ports, but also to Governments, Academics, Consultants, the EEC, Researchers, and Equipment Manufacturers. I must say that this expansion does not apply to the USA where the systems in New Orleans and New York have been closed, and Houston and San Francisco face a similar possibility. This is an economy measure caused by a budget reduction. The US expectation is that the number of accidents will reduce due to a temporary increase in vigilance by mariners".

## PILOT NEWS

The following pilots will be retiring from the Port of London Authority in September

| RIVER      | SEA           |
|------------|---------------|
| S Heron    | D Coggins     |
| M Brown    | F Etherington |
| T McNamara | L Fane        |
| C Milne    | K Jones       |
| P Cardon   | G Spaul       |
| D Sparling | J Wotton      |
|            | G Potter      |

The following pilots have joined the Port of London Authority:-

|               |              |
|---------------|--------------|
| A Chamberlain | M Macfarlane |
| R Crowther    | L Nelson     |
| D Day         | M Owen       |
| B Denley      | L Relton     |
| P Deschamps   | R Ward       |
| D Lloyd       | C Young      |

## OPINION

The computer is now an accepted part of our lives. We may know nothing of how they work, even confess to mistrust them, yet we use them in our daily lives without questioning the results they obtain. Most of this has no real impact. Bank Statements, Poll Tax Charges, Telephone Accounts, Credit Card demands and Pay Slips are all now produced on a computer. The more meticulous among us may check the arithmetic but the majority accepts what the computer tells us. Yet at the back of our minds we all realise the computer actually knows nothing. It all depends on a person, faceless, qualifications unknown, who presses a button using information denied us causing the computer to come up with an answer. Not even perhaps the right answer.

How dangerous is this in the pilotage field? A ship's radar, totally computerised, is acceptable to the pilot whose knowledge is compared with what the computer radar picture is telling him, i.e. an aid to navigation. A computerised steering gear functions in the same way. The pilot is the source of input. The Doppler Log is less easy to assess, although a good pilot will be able to judge his speed and distance approaching a jetty and compare. Again a good aid to navigation.

What of the uses of computers in the pilotage field where a pilot has no input and no means of checking the computerised result? The Port Navigation Service obviously springs to mind, a bone of contention in pilotage and port practice for many years. But there are other, more insidious uses of the particular computer which could effect the seafaring industry and pilotage in particular. It is called research and analysis, often done by shore based experts with little or no practical seafaring

experience who use computers to come up with answers which are to all intents and purposes meaningless.

I have recently heard of dedicated intelligent men, within the seafaring industry, using a computer Data Base totally reliant on assumption, average and heresy coming up with results which have been triumphantly produced as 'facts'. These 'facts' can then be used to recommend ship sizes, tug norms and pilotage expertise and requirements to an inquiring industry. Such people are termed 'computer experts', their impertinence in using a brilliant mathematical calculator in such an unprofessional way should infuriate the practical seafarer. Yet there seems nothing we can do, the computer we are told cannot lie, even though we know the computer operator can. A sobering thought when next you fiddle with your Amstrad.

Politics continues to hold our interest. The Labour Party is seriously considering ridding itself of the Union Block Vote, an anachronism which heaps ridicule on any 'free' election system. Perhaps the UKPA(M) should consider this concept at their forthcoming Conference, with reference to the equally dubious '1 for 10' pilot votes.

But the sick joke of the day must surely be with the Conservative Party. Sir Julian Ridsdale, a Pilots' Champion both during the 1979 and 1987 Pilotage Act debates in Parliament, is to retire from his Harwich constituency. His chosen replacement to contest the seat? Mr Ian Sproat, the former Minister of Transport, one of those responsible for the 1987 Pilotage Act and a long term pilots' adversary. I am reliably informed that a presently serving pilot sat on the local Selection Committee. I would love to know what he said or did. It would have been nice to report he walked out.

Panossim

## EMPA CONFERENCE, LIVERPOOL 1991

The UKPA(Marine) will be hosting the next EMPA Conference in Liverpool between 21st and 24th May 1991.

Each member country of EMPA, is required to host the Conference in turn. The turn of the UKPA(Marine) to act as host is long overdue for various reasons, such as the 1987 Pilotage Act.

The running of such an event will incur some cost to the UKPA(Marine), although we will endeavour to keep this to a minimum. The organising committee of the EMPA Conference has been trying to raise revenue but with very little success.

We are circulating this letter to appeal to every member of our organisation to consider any contact or influence they may have with, for example, a Port, shipping company, brewery etc, who may wish to subscribe either by donation or by sponsorship towards the 1991 EMPA Conference. It is felt by the Section Committee that a direct approach may be fruitful. We are endeavouring to host an event worthy of the UK pilots, and one which will live up to previous EMPA Conferences.

N McKinney, Conference Organiser



# IMPA CONFERENCE

## Tel Aviv - May 1990

The Conference was hosted by the Israeli trade union movement, Istradrut, of which the Merchant Navy and Pilots' section forms a part, and was opened by the Israeli Minister of Transport.

Over the course of the Conference in excess of forty papers were presented to delegates covering the Association's work at IMO, ICS, IAPH and IALA, the last including production of the VTS guide. Also covered were subjects such as 'Pilot transfer by helicopter', 'Standards of manoeuvrability', 'Electronic aids', etc.

The President's address covered his work over the past two years. Of particular concern to him was the future recruitment and training of pilots in an age when the traditional recruiting ground is less productive. Whatever form any future training may take, he reiterated IMPA's position that "there should be no lowering of standards."

On reporting the work of IMPA at IAPH, not only was pilot training and recruitment drawn to Conference's attention, but also the increase in size of container ships, with the latest being in excess of 4,000 TEU, and 25 knots service speed. IAPH is now becoming very environmentally conscious, and this can be supported by all pilots.

Around the environmental issue came mention of the *Exxon Valdez*. It may be of interest to learn that the outward pilot, who had no immediate dealing with that unfortunate incident, is under threat of prosecution for handing over the ship to a Master who was allegedly drunk. On the more positive side, question marks now hang over the effectiveness of VTS in the light of the obvious inability of the VTS in that area to avert the disaster.

Work at IMO included many headings. The question of fatigue has been raised. As yet no conclusions have been drawn as to the contribution fatigue makes to marine accidents, but at least it is recognised as a possible factor. The IMPA Committee urged all delegates to report back to their members that 'Seaspeak' was now gaining credence as the proper form of communication between vessels, and between vessels and the shore, and advised that divergence from this format could well tell against one involved in a casualty. This item was particularly so for native English speakers.

IMO Resolution A601(15) was adopted

on 19th November 1987, which urges all member nation nations to provide the pilot with a pilot card in the approved format, and to place on the bridge a 'Wheelhouse Poster' giving the manoeuvring characteristics of the ship.

Also covered was work on the standardisation of ARPA symbols as well as rules for the transfer of pilots by helicopter, and the recommendation for the use of local pilots in the Euro and IJ Channels. Of interest to pilots will be the continued study into survival in cold water. The importance of this was brought home to delegates who were told of a helicopter that ditched off the Netherlands, having just taken off the pilot from a tanker. The helicopter crew were fine, but the pilot, who had no survival suit, almost died of hypothermia. Work has also started on the establishment of standards of manoeuvrability of ships. Later on during the Conference, Captain Y Yamazaki presented a most excellently researched paper.

The most important work, though, was that concerning pilot ladders, hoists and combinations. Right at the end of the Conference, pilots were telegraphed from IMO that the pilot boarding arrangements recommendations are to become SOLAS regulations, and vessels with freeboards in excess of nine metres will be subject to regulation just as those with freeboards of less than nine metres, and that all the regulations concerning the boarding and landing of pilots will become internationally enforceable within two years. Those of us old enough to remember the annual loss of life connected with pilot ladders will especially welcome this news, and congratulate all who pushed on so doggedly to achieve the sought for results.

This rather eclectic list of activity at IMO indicates the fairly broad spectrum covered.

IMPA also works with ICS This body now works mainly by correspondence. Topics covered included 'Bridge Visibility', 'The future of radio navigation in North West Europe', and electronic charts.

Work at IALA mainly concerns the implications of VTS, and IMPA takes a full part in the development and standardisation of VTS procedure, which can be put under four main headings, identification, acquisition of positions,

tracking and information. It is in this context that IMPA co-operates fully with the publication of the World VTS Guide. While IALA recognises that COST 301 is only concerned with Europe, its work and findings are found very useful in the wider field.

The delegates were presented with a paper and video describing a new aid to pilotage developed in Israel at Ashdod. This consists of a portable unit that can be carried in a suit case and set up on the bridge of a ship. In the unit is a gyro and a transponder linked to four fixed aeriels ashore. Also in the unit is a video chart of the channel and port terminals, scrolled to give optimum scale. If the vessel is to swing, the turning area can either be fixed, or entered into the machine by the pilot, who also enters the dimensions of the ship. Once set up, the ship, to the scale of the video chart, is tracked, and her heading, course and speed made good, and distance off any predetermined track line are displayed, both visually and digitally. Once in the swinging area a display shows exactly how far the bow and stern are within or without the predetermined area. By enlarging the scale, accurate readings can be taken right up to the alongside position. Delegates were most impressed by this, and welcomed the device as a quantum development in aids to pilotage. The system is called APNAS 305, and is developed by Oceana Marine Research Ltd, of Israel.

The accounts were presented by the treasurer, and the budget was discussed. It was agreed, though not unanimously, that there should be an increase of SF 3 per annum.

Upon his retirement as President of the Association, tribute was paid to the work done by Jim Varney, as it was to the other retiring members of the Executive, all of whom were made honorary life members of IMPA.

At the elections, Captain M Pouliot of Canada was elected President, and Captain P Neely of the USA Senior Vice President. The rest of the Executive Committee now consists of Y Yamazaki of Japan, M Price of Australia, P Lopinot of France, J Kluwen of the Netherlands and AR Boddy of the UK.

AR Boddy  
UKPA(M) Committee

## LETTERS TO THE EDITOR

Sir,

Panossim: Misguided, Misinformed and Mischievous.

I would like to comment via your journal on some of the 'opinions' expressed by PANOSSIM in issues 220 and 221 of *The Pilot*. Some of the views put forward in this column in these two issues could be considered at the very best to be misguided, and at worst to be mischievous.

Panossim sows the seeds of confusion. Together with an almost contemptuous regard for the TGWU, in issue 220 he appears to urge disassociation with the Union and promotion of an independent (self-supporting?) national pilots association, but in issue 221 he highlights the advantage of (any?) union membership at the expense, or perhaps the lack of it, of maintaining a national body of our own. He bemoans the expense of the national association, but intimates a more effective body able to tour the country, would be an ideal.

Poor Panossim. Life does appear difficult for him. He must agonise for hours before getting such conflicting opinions to the proof stage.

In fact, had this column not shown such a clear indication of becoming an ongoing quarterly whinge, I think in all probability I would have left my observations to those outlined above. However, some of the so called opinions are serious enough to beg further comment.

First and foremost, it needs to be acknowledged that had the UKPA members not voted to join the Marine Pilotage Branch of the TGWU and form the UKPA (Marine), effective representation of pilots on a national footing would never have survived the passage of the 1987 Pilotage Bill, and our own national committees and sub-committees would quickly have lost their momentum and effectiveness. To suggest that our own specialised affairs can be adequately overseen by other professionals or those other than pilots is quite naïve. Those who have taken part in national and local affairs know this without doubt.

Of course it is correct to question the cost of membership. Where the funds are allocated is clearly laid out in circulars from Transport House and the rate is approved by Conference each year. Conference, presumably, is the proper forum for debates on the subscription, and I trust the 'new' pilots have adequate

opportunity to attend or receive accurate reports. However, Panossim has a dream (may the Lord preserve us) and it is perhaps the one thing from his apparent rambling machinations that is worth noting. He dreams:

"of a small vigorous National Committee with a full command of every port situation, arriving at each port and meeting with the local representatives to thrash out the issues involved"

Good stuff. Who doesn't? The question is though, do we want to pay for it? Face the fact that the current subscription is not sufficient to promote, protect and care for all aspects of the pilotage profession, and ask whether professional individuals are prepared to commit .01% of their gross income to promote their professional interests. It is the professional side that is the expensive requirement. Panossim does not even like EMPA/IMPA. He must consider pilots' representatives should work in isolation.

I cannot imagine what is intimated when the UKPA (Marine) are asked to produce a financial rabbit out of a hat. I am able to think of one area where a parrot in a cage, wet blanket to hand, might be more appropriate.

As all will conclude, I am no fan of Panossim. He may be only misguided and endeavouring to use his influence to promote healthy debate. He does not write as one who is experienced and well informed on national affairs. As I read his columns, they are quite mischievous. He needs to be kept in proportion. He is after all "*vox et praeterea nihil*".

Yours faithfully

MHC Hooper  
Past Chairman UKPA(M)

Dear Sir,

Despite a strong aversion to writing anything I feel I must reply to David G Williams (*The Pilot* July '90) in order to try and remove some of the sting he has obviously felt and to clarify his misconceptions of what I wrote for *The Pilot* January 1990.

Firstly I did not say "those pilots who have idled and spent" nor did I mean the pilots. I made a general reflection on life in the UK where it does seem to me that, taking two people on the same income, the one who spends it all will receive Government assistance whereas the one who lives within his means and saves what he can receives no assistance and is taxed.

David G Williams finds it "impossible to understand how the comical views of someone eager to impress that he represents pilots can be so out of touch

with reality". If you re-read the articles David, you should note that I was asked to give *my* views which I did. Perhaps the language was too simple for you to understand.

On the views you expressed I can only say that if you are confident that the pilots and your Authority did everything in their power to avert the consequences of the disaster you describe then you have every right to be incensed and I will tender my apologies for having been so crassly stupid.

I intend to have no further correspondence on this, or any other matter. Perhaps when I am retired I will have time and inclination to write again.

Yours sincerely

David Howieson

Gentlemen

Pilot Ladders and Hoists

Problems are still being experienced with vessels not complying with Statutory Instrument No 1961 Merchant Shipping (Pilot Ladders & Hoists) Regulations 1987, particularly with those vessels where the distance from the sea level to the point of access is more than 9 metres (refer to regulation 5[2][b]). Of much concern are vessels calling at United Kingdom ports with a forward leading accommodation ladder (refer regulation 7[2][a]).

It should be stressed that though the IMO requirement for accommodation ladders is a recommendation, its incorporation within Statutory Instrument No 1961 makes it mandatory in the United Kingdom. In cases on non-compliance, the master needs to take operational measures to ensure that the distance from the sea level to the point of access does not exceed 9 metres. The use by pilots of non-statutory arrangements may be classed as contributory negligence in any subsequent claim.

The IMPA pilot ladder poster should be adhered to.

It should be pointed out that, in addition to pilots, the provisions of Statutory Instrument No 1961 also include officials and other persons.

Any vessel not complying with Statutory Instrument No 1961 should be reported to the Department of Transport locally, or if this is not possible, then to:-

Captain A Struthers,  
Principal Nautical Surveyor,  
Room 2/6 Sunley House,  
90 High Holborn,  
London WC1V 6LP

PP Hames,  
Chairman, UKPA (Marine)



## Legal Defence Insurance

(Navigators & General Insurance Co Ltd Policy No 20004375 UKPA(M) Indemnity)

### Notification of Incident

Pilots involved in incidents should notify the company as soon as is practical to register the case, either by telephone or in writing to:

Navigators & General Insurance Co Ltd,  
Eagle Star House,  
113 Queens road,  
Brighton  
BN1 3XN  
Tel: 0273 29866

In general circumstances, the company would like to discuss briefly incidents with the pilot concerned prior to allocating legal representation.

In urgent cases however, certainly in cases involving injury or pollution, telephone contact must be made straight away both in and outside office hours as listed below:

#### In office hours

Mr A Thompson  
Daytime tel: 0273-29866 x 3141

#### Outside office hours

Mr A Thompson  
Home tel: 0273-508981,  
or Mr NS Cooper  
Home tel: 09066-2927,  
or Mr SS McCarthy  
Home tel: 04446-48520

Chairman, UKPA(M)

## REMEMBER

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

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(This is a high grade garment, Ed)

## Short Story

# PILOT'S PROGRESS

by JD Godden

By the third afternoon, after falling asleep three times during the parallel indexing exercise, Jim began to wonder if he had bitten off more than he could chew. His casual 'Bonjour' to Michelle as he jogged past her that first morning, slowing imperceptibly to let her catch up, had precipitated a white lie. He assured her that, rain or shine, he was always to be found pounding the roads at this hour of the morning. Indeed, he declared, fitness was uppermost in his mind, failing to mention the added attraction of those long brown legs topped by the briefest of yellow shorts and T-shirt, within which everything bobbed deliciously.

Five miles later Jim's appreciation had dimmed alarmingly, mostly caused by the pain in his exhausted legs and the peculiar sensation that the top of his head was about three feet astern of him. Things had gone from bad to worse when, at breakfast, Michelle had shamed the others with a glowing account of Jim's prowess "at his age" and citing the distance they had mutually covered. Such was her Gallic persuasion, four young men had joined the group that morning, closely following Michelle and her earnest instructions to "keep with Jeem".

The knee he twisted on the fourth day he considered expertly done. Carefully judging his time, not too near the start yet not too far for a leisurely stroll back, Jim measured his length over a convenient grassy mound. Michelle's concern was touching. Her "pauvre Jeem" as she stroked his head was much more in keeping with his mood. He protested strongly that they must continue, a suggestion readily taken up

by the other male fitness freaks who had not, after all, come to admire what happened within Jim's shorts as he lead the way! As Michelle and her happy band disappeared around the bend Jim got cautiously to his feet, and with the coast clear, sauntered contentedly back to base.

The house in sight, he practised his limp. Damned if he could remember which knee it was, so he practised both, rolling around like a demented duck. Long John Silver would have been proud of him, although the parrot would doubtless have departed for a more stable shoulder at the first opportunity. A small pebble in the chosen shoe served admirably to remind him of the damaged member.

Why had he not thought of this before, he mused, Michelle's firm brown arm encircling his waist as she helped him up the simulator steps. Just in case the group had a tendency to forget it's injured senior citizen, a small groan would inadvertently be forced from Jim's lips at strategic intervals, usually when Michelle had turned to chat to the 6ft blonde third mate, whose biceps seemed to ripple by a simple twist of the wrist. Wrist twisting, thought Jim, was his singular achievement, his level of conversation seemingly never arising above the latest Madonna press release. Michelle had to be protected from herself.

In view of his knee it was thought that Jim would be unable to climb in and out of the lakeside models, the Instructors deeming it unlikely that an obvious expert such as Jim would suffer too greatly from his loss. Jim fumed quietly. He had longed to impress these pretend sailors

with his wealth of experience, to throw the scaled down models hither and thither, moor stern to tide with equanimity, swing in a ship's length and to thoroughly boost his ego. He was convinced Michelle would have benefitted greatly from watching him. Instead he had to hold the boat whilst the bicepped blonde effortlessly lifted a gasping Michelle and placed her in position. And to watch helplessly as the young pretenders quickly came to grips with the exercises. Just luck, growled Jim, shouting "Watch it" as the stern came expertly close alongside. When the grinning young man executed the manoeuvre for the third time, Jim had to admit that luck probably had little part to play. And how did they know exactly what made the computers work, talking with lecturers on equal terms about 'bytes' and 'megabytes' of which Jim knew nothing? As Jim limped disconsolately away, even his contrived groan seemed inadequate, nor did it elicit the desired response. He felt isolated. The thin end of the wedge, he thought, with a more sympathetic understanding of the problem Mrs Thatcher seemed to be having with those pushy Germans.

Jim felt better the next day, the last of the course, when the younger element respectfully asked him to join them for a farewell dinner at the local pub. In fact they suggested that he, with his greater

knowledge of such occasions, should organise it. Jim spent his lunch hour closeted with the manager arranging a feast worthy of his implied talents. It was no great coincidence the menu was to be all in French and such was Jim's growing magnanimity that he decided he would stand the little over the £10 a head it would cost. Positively bursting with excitement Jim marched back down the road. He grinned. He wasn't over the hill yet. The bottle of Badedas in his pocket had been expensive but who knew what the evening may bring.

The last simulator had been switched off, the piles of collected papers gathered and the Certificates issued, in Jim's case with the prefix 'Captain' which seemed to matter more to those who no longer commanded any ship than to those who did! Jim poured a large whisky, the better able to stand the strain of the three hours before the meal. He remembered to phone his wife to arrange a 10.00 am pick up the next day. She seemed very bright obviously the holiday had done her good. Jim was pleased. It was nice that everyone was happy. Jim grinned again and got in the bath. The second whisky at the side of the bath seemed a good idea. He soaked in a haze of well-being.

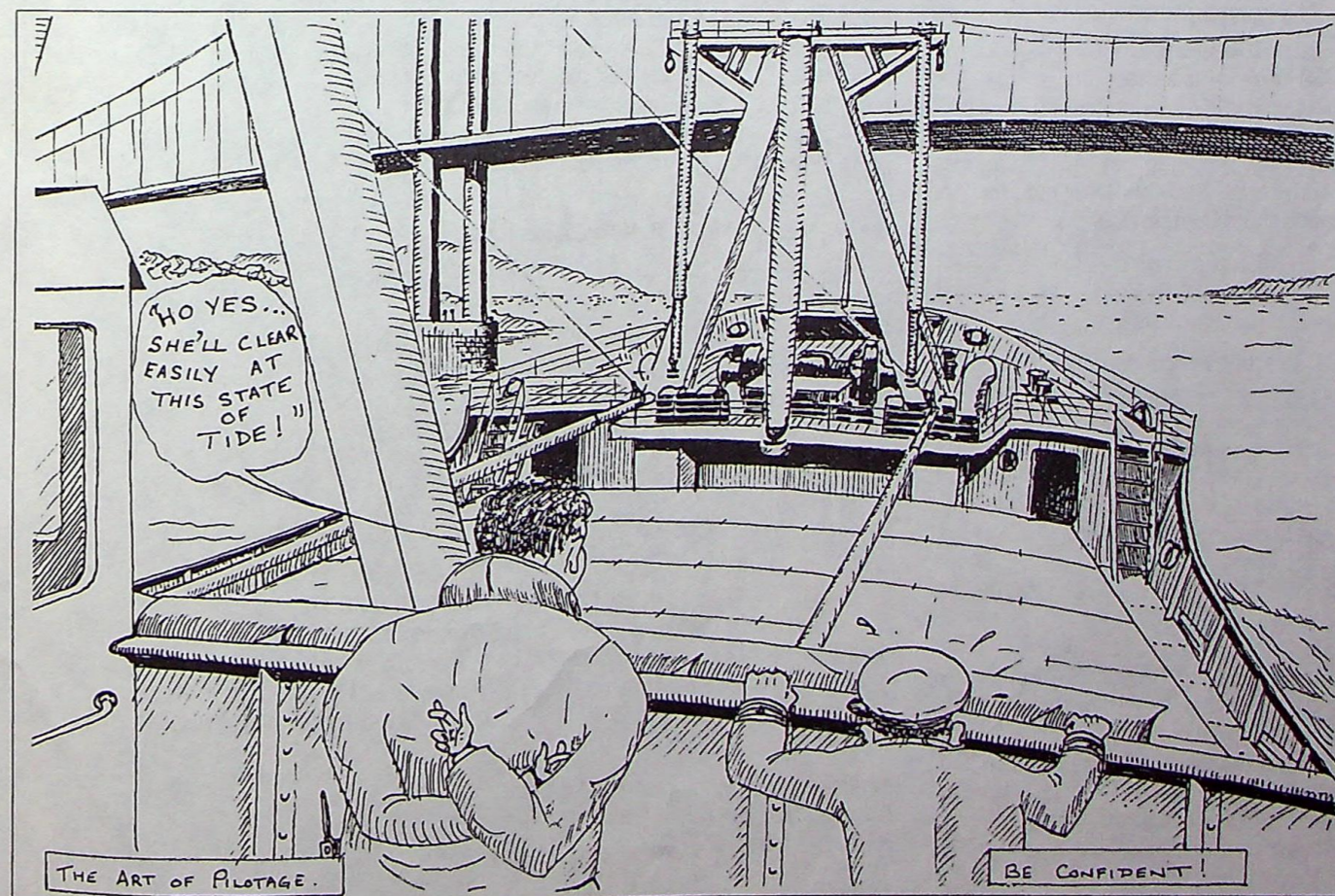
Jim glanced in the mirror. He didn't look a day over 30 he thought, although he was a bit worried about the aura of

Brut in which he travelled, but decided this would go off. He thought he knew now why Henry Cooper had been so effective. For the first three rounds nobody in their right minds would want to get near him! The prearranged time came for him to collect Michelle. The low-voice "entrée" sent a shiver down his spine. Jim swaggered in and was delighted. The orange casual dress she wore, her dark perfumed hair over one shoulder was perfect. She took Jim's arm, ostensibly to support his injured knee, and, collecting the others, the strange party walked the half mile on a perfect summers evening.

The publican had done them proud, the round table, beautifully laid, looked inviting, the ante-room it was in, softly lit. Jim bustled around urging people to sit where he wanted them. So busy was he, that at first he failed to notice the striking woman who had entered. He heard Michelle's delighted cry and saw the French embrace. He stood transfixed.

Jim's wife's new dress and the hair-do showed admirable taste. Everybody stood up as Michelle led her around the table to the place of honour. Looking lovely, she kissed Jim on the cheek. She declared what a nice place it was and that she was really hungry.....

(To be continued)



GE Woollard

## MARINE PAINTINGS

Having just completed successful solo exhibitions in Canada, marine artist and master mariner Malcolm Armstrong is presently able to accept commissions. He is noted for his detailed and exact depiction of historic events, rescues or scenes of meaning and importance to a seaman. Among his credits are the cover painting for a national magazine in Australia and a Pilot scene hanging in the offices of IMO in London. He is now living in the Canadian Gulf Islands. More information can be obtained by writing to:

Malcolm C. Armstrong, Otter Bay Road,  
RR1, Pender Island B.C. V0N2M0 Canada.  
Telephone 604/629.6571



# Coastlines

We publish here an unusual item - 'The Pilots Psalm'.

This psalm was discovered by Mrs Sylvia Weeks, the sharp-eyed aunt of Mr Nicholas Finney, past Managing Director of the British Ports Federation, displayed in a church at Cotleigh, East Devon. Who Captain Roberts was, or why the psalm appears in Cotleigh church Mrs Weeks has been unable to discover.

Any pilot who can throw any light on the Pilot Psalm's origins is asked to contact either the UKPA(M) or Mike Hooper, our past chairman, who is in contact with Mrs Weeks.

*The Lord is my pilot; I shall not drift.  
He lighteth me across the dark water:  
He steereth me in deep channels. He keepeth  
my log.  
He guideth me by the star of holiness, for his  
name's sake.  
Yea, though I sail mid thunder and tempests  
of life  
I will dread no danger, for thou art near me;  
Thou preparest a harbour before me in the  
homeland of eternity.  
Thou anointest the waves with oil, my ship  
rideth calmly.  
Surely sunlight and starlight shall favour me  
on the voyage I take;  
And I will rest in the port of my God forever.*

## A Bargain!

Harry Fountain, whose work we serialise from time to time, has got his priorities right. This intriguing idea has saved him nearly £700. Knowing my colleagues monetary prowess I can see vast tracts of seashore being snapped up around the Kingdom. Pilots could never resist a real saving. Pity he can't live to spend it!

*Ed*

With acknowledgement to the 'Boston Target' 16th November 1989

Harry's morning stroll takes him past his own gravestone

Retired Boston Pilot, Harry Fountain, always makes one stop when he takes his regular morning walk along the Sea Bank near St Nicholas in Skirbeck Church - at his own gravestone.

He just likes to make sure everything is ship-shape and Boston fashion, ready for the time when he will be tucked in for his last voyage.

Harry (87), bought his grave plot and his headstone 13 years ago ... but he is determined that his memorial on the stone will not be completed for a few more years to come.

"I decided I wanted to be buried here, near the Sea Bank so I can watch the ships going up and down. I've told them to bury me in my boots, in fact what I drop dead in. I don't want burying in my night shirt - it will be too cold!"

When Harry bought his grave plot it cost him £50 and the blue Caenarvon slate stone, and the inscription cost him £173. "It would cost, I am told, about £850 today," said Harry a former Master Mariner, and a Boston pilot for 34 years. He was, in fact, the senior pilot for 26 years.

"I always stop and have a look at it when I go for a walk in the morning. It will probably need a wash and brush up when they finally put me in there but apart from that everything is ready," he said.

Harry and his dog Mandy were a

familiar sight on the Sea Bank each morning but now she has gone and he is left with three cats for company, Fred, Fellah and Ginger.

"I'm still quite active... I still drive my car and I don't intend to be put down for a long time yet," he added.

## Letter from a UK Pilot

For your information, there is a Sharpness pilot by the name of George Woollard who is a past master in the art of cartoon and ship drawing - pen and ink style. He has done a series of ink cartoons called 'The Art of Pilotage', which to my way of thinking, more than merit being published in *The Pilot* magazine.

*We agree and start this quarter. Ed*

# THE PILOT

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