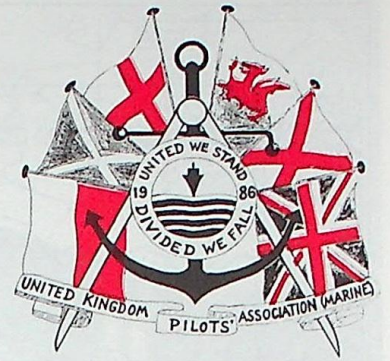


THE PILOT

APRIL 1991

No. 225

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



Editorial

This issue sees some slight alteration in substance, with the commencement of three articles on the reminiscences of a Tees pilot, from a family steeped in pilotage history. In addition we have the first of several articles from the Technical Committee and others, this one dealing with the up to date situation on the important issue of lifejackets and buoyancy aids, for which we are indebted to Mike Irvine.

It is also the first edition to which retired pilots and widows have contributed. Their subscription of £5 per annum to defray expenses is a welcome, and necessary, addition to *The Pilot's* income.

Those retired pilots and widows from whom subscriptions have been received are listed within the magazine. Would they please accept their names appearing as their official receipt.

In order to be fair to everyone, and realising people may be away or forgetful, the Section Committee has decided to send this further copy of *The Pilot* to all retired pilots and widows, with a reminder that no further copies can be sent without either receipt of the £5 charge, or contact with the UKPA(M).

We urge you not to forget to send your subscription, or you may inadvertently lose touch with the pilotage service you so ably served or supported, and of which you are such a valuable part.

John Godden

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Feature

GLENSANDA THE BIRTH OF A PORT

Britain's newest port, Glensanda, exists for one reason - to move a mountain.

In the 1970's a Government report highlighted the shortfall in aggregate production and suggested the establishment of large quarries in less sensitive areas. John Foster Yeoman, already Britain's largest private aggregate producer instantly recognized the business possibilities and set out to find a suitable site. He was looking for vast reserves of high quality granite, access to deep water, and space to establish a quarry while protecting the environment. And it had to be for sale.

Eventually he found it, 6000 acres on the west coast of Scotland and in 1981 the planning and development of this super quarry began.

Three to four miles from the nearest habitation on the island of Lismore, at this stage Glensanda consisted of a mountain of pink granite, a ruined castle by the River Sanda, and several other derelict buildings, all since carefully restored and used as offices and accommodation. It was, and still is, inhabited by deer, otters, buzzards and herons, all of whom seem totally undisturbed by the huge industry which has grown up beside them.

Mention Glensanda in conversation and there are blank looks followed by the inevitable question "Glensanda - where's that?" As well as being Britain's newest port it must also be one of the most remote. It is 56 degrees 34 minutes north, 05 degrees 32 minutes west on the western shore of Loch Linnhe. All access is by water across the loch. Foster Yeoman have a depot about 10 miles north of Oban in Argyllshire from whence their personnel boats run. There are three Lochin Marine boats, two 38ft and one 28ft all equipped to very high standards with DTI Certificates and licensed crews. They double as pilot launches when required, although when the first ever ship *Hellespont Monarch* came to Glensanda in August 1986 the pilot and harbourmaster were put on board by helicopter just south of the Island of Colonsay. This proved too expensive (or too hair-raising) and since then boats, or occasionally tugs, are used. When tugs are used they come from Liverpool, on contract from the Alexandra Towing Company, but this is rare and only for ships which have no bow thrusters.

The three Foster Yeoman boats *Lady Fiona*, *Lady Clare* and *Lady Morvern* run a daily schedule, from the depot to the quarry, to carry people to and from work, a journey of about half an hour on a good day. There is also a barge, the *Rose of Lorne*, to carry heavier supplies and equipment the eight miles across Loch Linnhe. Some workers live on site in a specially constructed camp, and while on duty the Harbour Master/Pilot lives over or at least alongside the shop, in a new four bedroomed bungalow with a spectacular sea view and private beach, that also doubles as the pilot station - out of sight and sound of the quarry but only

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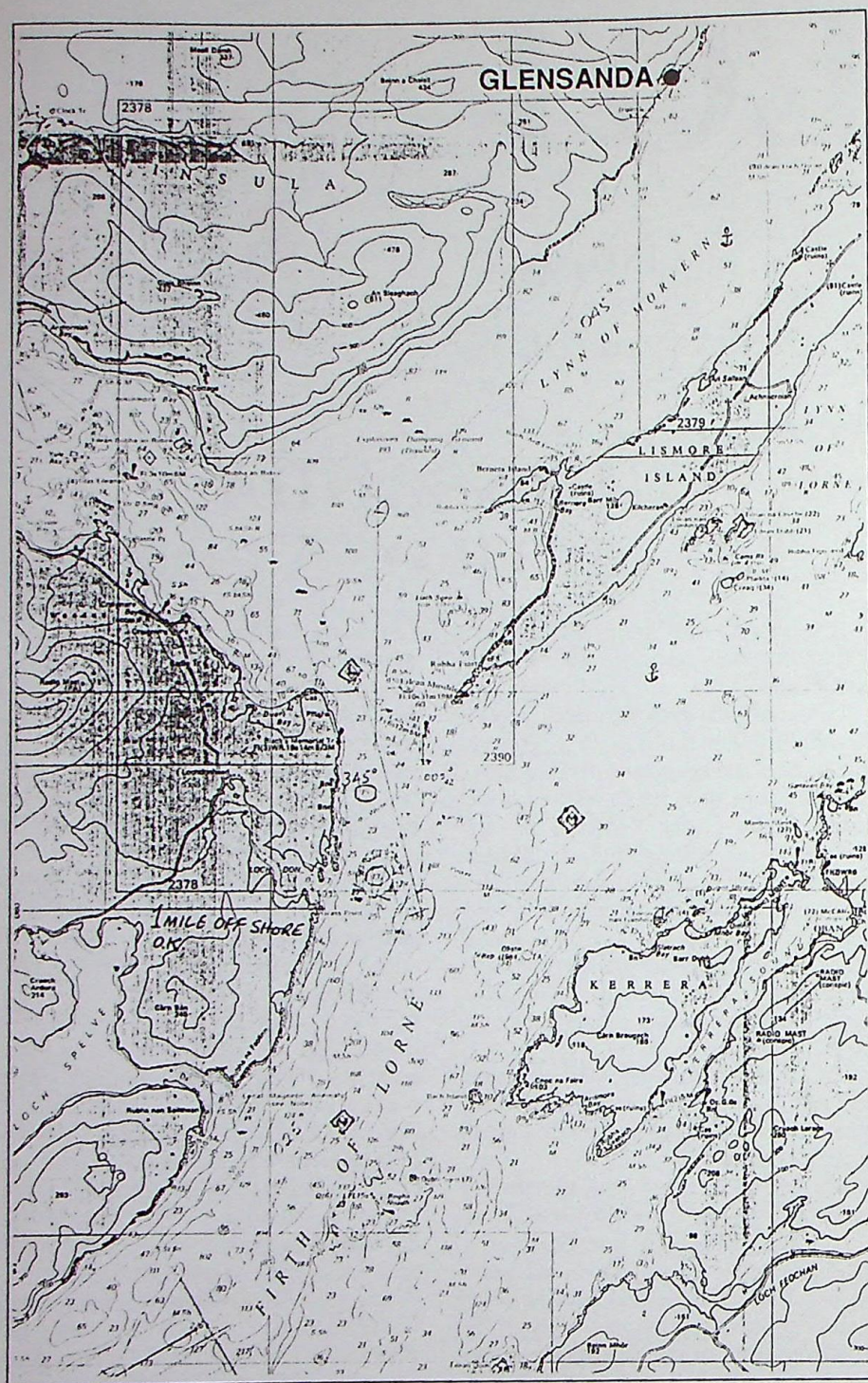
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ten minutes drive from the jetty. It can be a lonely place, especially in winter, but on a summer's day it would be the envy of many on the yachts and cruise ships which sail up and down the loch. While in residence all needs must be anticipated - there can be no running to the little shop on the corner for forgotten items. However, as well as a large freezer, the house/office is fully equipped with VHF radio etc.

Pilotage is not compulsory but Glensanda is a properly constituted Harbour Authority with ships of all sizes from Panamax downwards. From the pilot's point of view it is fairly straightforward with plenty of room to

manoeuvre. The worst aspects are the frequent bad weather and the fact that the hard rock is very unforgiving if anything does go wrong!!!

Also on site is the office of the Morvern Shipping Agency who organize the ships business in the port. This is in the restored "steadings" building. Foster Yeoman have a very "green" approach and try to preserve the original atmosphere of Glensanda as far as possible keeping in close touch with environmental and planning authorities. In spite of this it was difficult at first to disabuse some locals of the idea that they were developing a quarry and port, not a nuclear dump.

Building a port "from scratch" is a huge undertaking and in addition shipping was a new departure for Foster Yeoman who had previously transported stone from their other quarries by road and rail.

The design of the jetty is simple, five large mooring dolphins linked to each other and to the shore, fitted with Yokohama fenders and capable of berthing ships up to 120,000 tons. Various marine surveys were undertaken, mainly tidal close to the jetty, and side-scan sonar elsewhere, to make sure no rocky peaks had been missed on the Admiralty charts.

Because the port exists simply to serve the quarry, the only cargo is crushed pink granite, and the whole system for producing this was newly constructed in the mid 1980's.

The main quarry area is in the hills 550 metres above sea level, where the rock is drilled and blasted to form regular platforms. A fleet of dump truck, each carrying 100 tons, serves the primary crusher which reduces the rock to 9" lumps. From here the journey down the mountain begins by conveyor belt to the "Glory Hole", a 4 metre diameter vertical shaft to the tunnel 345 metres below. Everything at Glensanda is on a grand scale!!! The tunnel is 1.8 kilometres long with one continuous belt, power driven but gravity assisted, and capable of carrying a daily production of 40,000 metric tons.

From the tunnel the rock is conveyed to the crushers in the development plant, where it is reduced to smaller pieces in a variety of sizes, from 40mm railway ballast down to dust, and then stored to await shipment. When required for cargo, the stone is carried through a reclaim system to the ship loader.

Loading the ship is controlled by computer, as is the whole operation, with just one man in the control room and one man on deck. The ships are loaded at a rate of up to 6,000 tons per hour, though the smallest ever cargo totalled 200 tons of stone as a gift to the Iona community.

Ships of all sizes, ages and types carry stone from Glensanda. Originally most of the stone produced was exported to America but now it all goes to Europe and the UK, and is used in road building and in the Channel Tunnel project. There are Foster Yeoman depots at the Isle of Grain, Purfleet, Amsterdam & Hamburg, with many others planned.

Disregarding oil products, Glensanda is now the largest ex-port commodity port in the UK. When fully operational it is expected to produce more stone than any other quarry in the world

Many of the ships are self-unloaders.

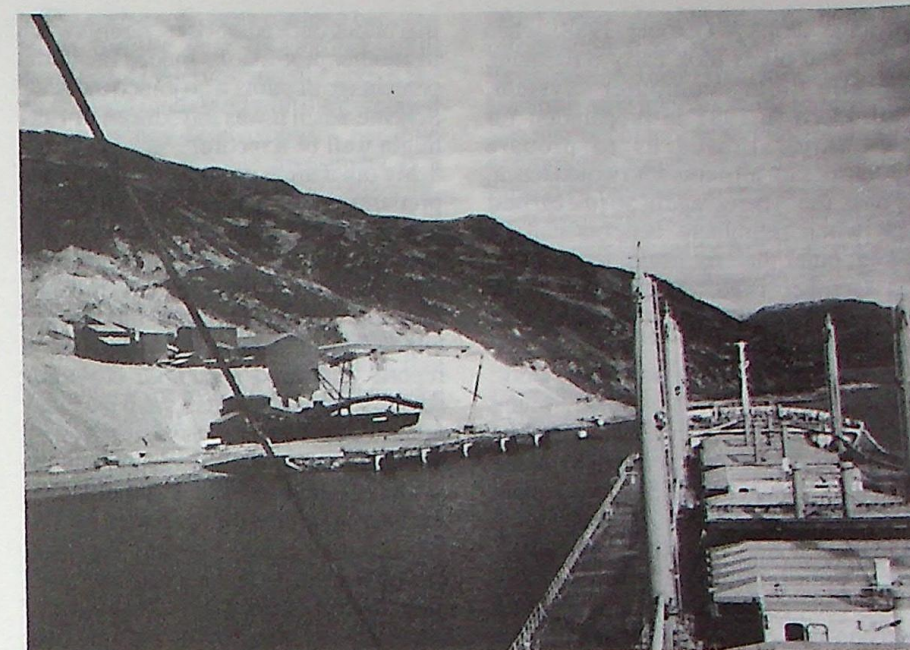
Yeoman's own shipping company, World Self Unloaders, has this year taken delivery of two new ships with a third due in service next month - two of 77,000 tons and one of 37,000 tons.

Because there is only one jetty, ships have to be loaded one at a time, but waiting, anchored in Loch Linnhe, may give the chance of glimpsing Ben Nevis on the skyline or catching a salmon, and the sunsets are spectacular. There is little opportunity or scope for crews to go ashore - no roads to take them to the high spots and even the nearest pub is fifteen minutes boat ride away in Port Appin. One deputation of Chinese sailors, however, did their utmost to empty the wool shops in Oban, no mean feat!

Since the first ships started arriving four and a half years ago, at the rate of about one per month, production at the quarry has increased to half a million tons per month and there is a ship on the jetty most days.

In December 1987 Foster Yeoman held a party for employees and friends to celebrate the First Million Tonnes of stone to be shipped from the new port. The total is now ten million tonnes and rising. There is enough stone at Glensanda to last through the 21st century, when the mountain will be no more, and only our descendants will know what becomes of the port of Glensanda.

John Wynn, Harbour Master & Pilot



Editor's Note:

John Wynn, who helped Foster Yeomans to establish the port of Glensanda, took the plunge in 1988 and resigned from the River Thames after 25 years service to be the pioneer pilot for the new port. A lifetime member of the UKPA(M), John goes from strength to strength within the industry. He has shown us what can be done with the courage of one's convictions.

Profile

Jan L Lemon APMI

I was born in Northampton (just about as far away from the coast as one can get), and moved to Windsor, Berkshire at the age of four. My husband, John, is a Training Officer for ICI Paints Division at Slough, and we live in the small village of Hurst, Berkshire, in a cottage which we have been extending and renovating for the past nine years. We both belong to our village society which strives to maintain the village's character - not an easy task in South-East England! I help our local branch of the RSPCA in flag selling at local towns and villages. My main leisure activities are swimming, gardening and walking in nearby Oxfordshire, or further afield when time permits!!

I joined the PNPf as Secretary to the Trustees, and to head the Secretariat, in August 1982 after spending several years as a senior pensions administrator for the Calor Group. I joined the Pensions Management Institute shortly after its inception in 1977 and gained my Associateship just before joining the PNPf. The qualification entails passing eight examinations, usually completed over a period of at least three years. For the past four years I have acted as tutor to students completing their correspondence courses in preparation for their PMI exams. The tutoring not only helps the student, but it also helps to keep up to date with the ever changing pensions scene!

During the past eight and a half years I have seen many changes in the PNPf, particularly with the "big bang" in



Captain Jan Lemon on her 71ft ketch off the Queen Charlotte Islands, British Columbia!

pilotage terms - October 1988, when some 250 pilots took early retirement. Luckily, our computer system, introduced in 1987 in preparation for "A" Day, allowed us to prepare quotations for all pilots who would reach, or pass, the "young" age of 50 (the earliest age when retirement benefits can be taken, other than for health reasons) on 1st October 1988. It also proved an invaluable helper when the retirements actually took place.

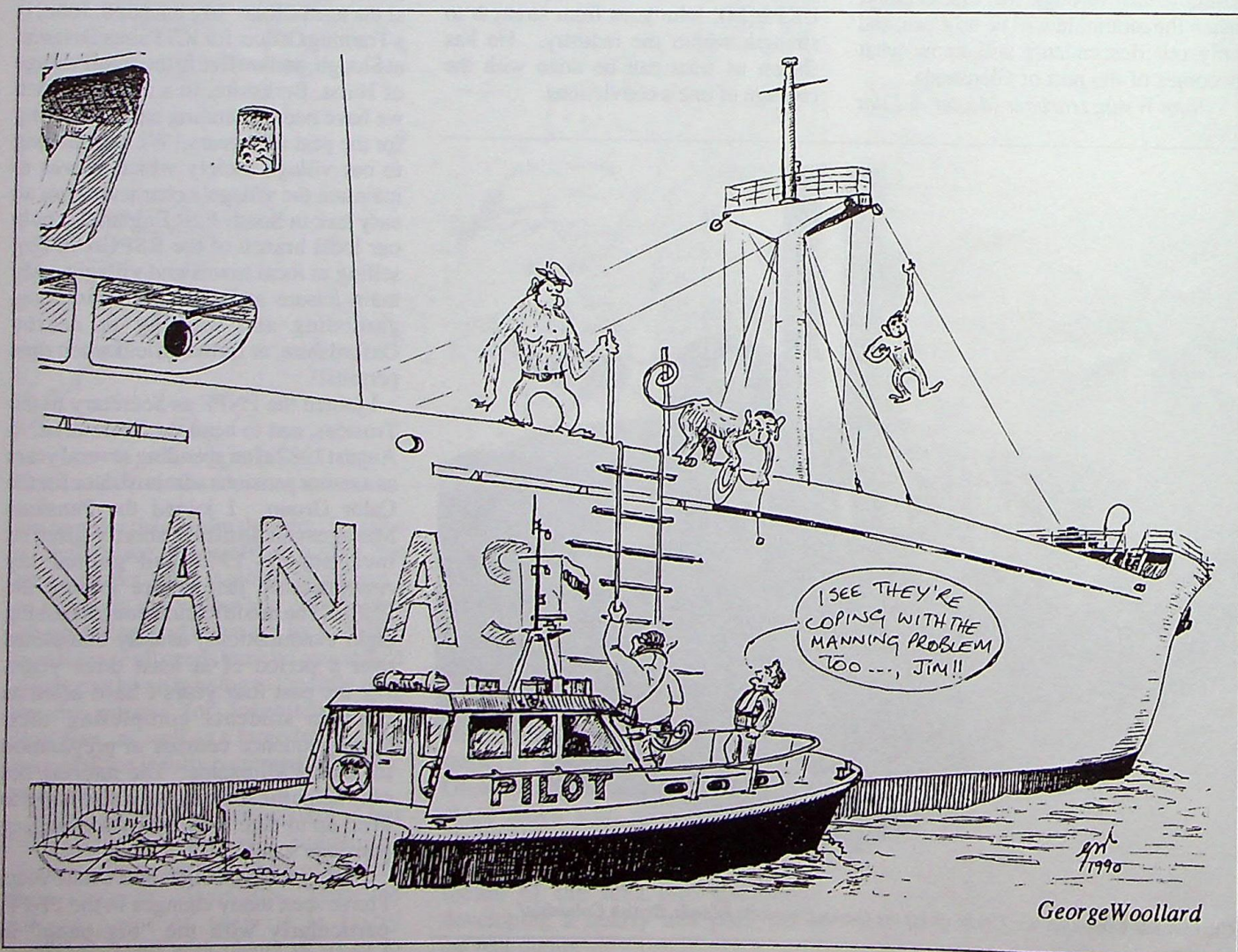
Retirements are only part of the work; as a unique pension scheme, many questions raised by pilots cannot be answered by simple reference to the pensions manager's bible, the Inland Revenue Practice Notes for occupational pension schemes. "Misunderstandings" are "understandable" when self-employed people usually enjoy a higher pension contribution allowance to that specified for members of an exempt approved occupational pensions scheme - as the PNPf is so classed. The pilots show a far greater interest in their Fund than is usually found in members of many other pension schemes, but this is hardly surprising when one considers

that pilots, once authorised, rarely switch to another profession. Indeed the initial percentage of pilots who joined the AVC Scheme when it was introduced in 1981 might well be a record!

My other areas of responsibility cover preparation of papers for meetings, production of Minutes, notes, liaising with the Fund's investment managers, monitoring the investment returns, controlling and monitoring income and expenditure, preparation of annual reports and fund accounts, providing advice to members, CHAs and the many other organisations associated with pilotage, and generally managing the administration of the Fund and the Secretariat, plus writing articles for *The Pilot!* I am also the Company Secretary of PNPf Trust Company Limited and I have recently joined the Committee of our computer user group (Profound User Group). I am very fortunate to be ably assisted by Deborah Marten (Assistant Fund Secretary), Toni Ambrose (secretary and administration assistant) and Neil Fairfax (general office administrator), who are full time members of staff, and I work closely

with John Presland (part time financial adviser to the Trustees) on investment and policy issues. Sidney Smith, who retired from his full time position as the Fund's book keeper in July 1990, has recently undertaken some temporary accountancy duties in investment recording and preparing the 1990 Fund Accounts.

A number of pilots visit the Secretariat to discuss their forthcoming retirement and it is good to fit faces to names! Contact is continued right through retirement and is subsequently established with widows. In December 1990, calendars showing the PNPf's address and telephone number, were sent out to all the Fund's pensioners and widows, many of whom were kind enough to write letters of appreciation. I hope this will become an annual event because it is so much easier to look up on the wall to find the Secretariat's address or 'phone number than to hunt through old papers. I think this is particularly helpful should a pensioner die, when relatives can easily find at least one piece of information at such a sad and difficult time.



PENSION NEWS

Board of Trustee Directors

Many of you will know that the PNPf Trust Company Limited was formed on 1st February 1988 and, under its Memorandum and Articles, a change of chairmanship took place on the 3rd anniversary of the company.

For the first 3 years, the Trustee Directors representing the UKPA(M) elected Harry Frith (Manchester Ship Canal pilot) as Chairman. Harry had been Chairman of the previous Board of Management since 1980 and had been a Trustee since the formation of the PNPf in 1971. The chairmanship passed to the Ports' representatives on 1st February and Sir Frederic Bolton was elected Chairman. Sir Frederic had been Deputy Chairman since February 1988 and has had many years experience within the ports industry, initially as a ship owner and later as Chairman of the Dover Harbour Board and of the British Ports Federation.

Harry Frith was elected Deputy Chairman by the pilots' representatives and we welcome his continued involvement with the Fund.

Alan Vaughan, who joined the Board of Management in 1980, will be retiring during 1991. During Alan's long association with the Fund and pilots' pensions in general many changes have taken place and I, plus many others, shall certainly miss his support and help.

Geoff Topp, a Liverpool pilot, was appointed as an Alternate Trustee Director in place of Mike Hooper who retired for health reasons last year.

Additional Voluntary Contributions

Employed pilots who are members of the PNPf AVC Scheme will, once again, have an opportunity to make lump sum payments in May.

The maximum amount which you may contribute is 15% of your gross salary during the tax year 1990/91, less your PNPf contributions and your regular monthly AVC Scheme contributions. Deborah Marten will be sending out full details and forms for completion in April.

We issued the Equitable Life annual statements for their with-profits and unit-linked funds in December/January; the Woolwich Equitable Life Building Society statements will follow as soon as they are received after the Society's year end 31st March.

The with-profits **guaranteed** bonuses alone for the year to October 1990 averaged 11% (substantially above the guaranteed funds) and with the exception of the money fund, showed negative results. AVC Scheme investment is a long term commitment. Whilst the with-profit policy provides a modest but guaranteed annual return, plus terminal bonuses, the unit-linked funds are volatile and their performance can far exceed or fall below the with-profits return in any one year. Over the five years to October 1990 the performance of Equitable Life's unit-linked funds has ranged from 22% to 203% so the well known health warning that stock market prices can go down as well as up, as demonstrated during 1990 and reflected in the unit-linked funds, should be borne in mind each October if you expect to retire within say the following five years.

Switching between one form of AVC Scheme and another can only take place on 1st October each year and this is the time when non members can join. If you wish to consider making AVCs and you have not already applied for information, please write to us and we will send you full details of the Scheme in July/August. If you have joined the PNPf since last October and have indicated on your new entrant form that you are interested in receiving details of the Scheme you will automatically hear from us.

Early Retirement Scheme

The PNPf Early Retirement Scheme ends in a few months' time, on 30th September 1991, although the Trustees will continue to monitor the incidents of retirements under the Scheme and new recruits to the industry, so far more than 300 pilots have retired under the Scheme since 1st February 1988 when it was introduced in advance of the Appointed Day.

Annual Report & Accounts December 1990

The preparation and auditing of the 1990 annual accounts of the Fund is under way and copies should be circulated to all members and pensioners of the Fund in mid-year.

Transfer of Previous Scheme Pension Benefits to the PNPf

The majority of new pilots ask us to obtain details from their previous pension scheme administrators so that they can consider the possibility of transferring such preserved pensions to the PNPf. Many pilots have preserved pensions with the MNOFf and, in the past, it has

taken a considerable time to obtain the information from the Merchant Navy Pensions Administration, but the situation now appears to be improving.

A number of longer serving pilots also explore the merits of transferring old preserved pensions to us but some have been enquiring whether the provisions of the Social Security Act 1990 relating to limited price indexation will affect their preserved pensions and thus the transfer values available. It is unlikely to do so as far as MNOFf preserved pensions are concerned as substantial increases have been awarded over the years. However it is possible that other pension schemes who have not increased their preserved pensions in the past, will be required to do so in the future, as and when actuarial surpluses arise. Under the Act, schemes must (after the Appointed Day which is expected to be no later than 1st January 1992) use any surpluses which arise to guarantee pension increases in line with the Retail Price Index, up to a maximum of 5% a year. This guaranteed increase will apply to pensions in payment and to preserved pensions. It is therefore possible that the value of some preserved pensions (other than MNOFf) may increase at some time in the future but any such increase may be offset by other factors used in the actuaries' transfer formulae. In conclusion, therefore, it cannot be confirmed that a delay in considering a transfer would be beneficial.

Jan Lemon

Transfer of Pensions from MNOFf to other Funds

It has come to our attention that certain financial management companies have circulated local secretaries with inducements for members to transfer MNOFf assets to their own funds.

While we are not here to advise members on their personal financial affairs, we feel members should be aware that the forthcoming Social Security Bill may have an important part to play in the transfer value of a member's assets.

Members would do well therefore to consider whether their interests in this area would best be served by waiting until this bill is in fact law.

One further point: when members are seeking quotes they would do well to obtain a quote from the PNPf as a matter of course, so that they can compare benefits offered.

The UKPA(M) accepts no obligations or liabilities resulting from this circular.

P. P. Hames
Chairman UKPA(M)

UKPA(M) Technical Committee

Lifejackets & Buoyancy Aids

1. Introduction

The human body is just positively buoyant in fresh water and has, in most cases, only sufficient natural buoyancy to float just under the surface, regardless of a person's weight or build, and the extra buoyancy figure of 35lbf now recommended for a lifejacket, is the minimum safety figure for adults.

It might be thought that adults vary so much in size and weight, that an equal range of lifejacket size and buoyancy would be needed. This is not so in practice, for when a body is immersed in water, the limits for buoyancy are greatly reduced, and the heavy person, for instance, is normally provided by nature with extra inherent buoyancy by subcutaneous fat. The wearing of a lifejacket or buoyancy aid provides the extra buoyancy needed to lift the person's head and mouth above the water surface, in the correct attitude, and increase the chances of survival.

2. The difference between a lifejacket and a buoyancy aid

2.1 A lifejacket is designed to turn and support the wearer, even though exhausted, injured or unconscious, to float at the correct attitude, with the nose and mouth clear of the water and with the trunk of the body inclined backwards. The lifejacket should also provide sufficient upthrust, properly distributed, to maintain this attitude in all but exceptionally severe weather conditions.

2.2 A buoyancy aid is usually of a waistcoat or similar design, with the necessary securing straps, but is not necessarily designed to turn and support an unconscious wearer. All the buoyancy is provided by closed cell PVC foam, and no extra inflation is possible. A buoyancy aid is designed to provide extra permanent buoyancy of 18lbf, which even when pierced retains full buoyancy performance and is virtually indestructible. A buoyancy aid is to assist a conscious person in keeping afloat in as good a position as possible, but cannot be guaranteed to turn the body over from a face down position because the buoyancy is only approximately half that of a lifejacket, and is distributed in a different way. Even though some buoyancy aids incorporate a collar it is not claimed that they will turn and support an unconscious wearer in the same way as a lifejacket.

3. The choice of lifejacket or buoyancy aid

The choice of a lifejacket or of a buoyancy aid depends on the level of hazard

present. For example, in safe working areas, or in certain sheltered conditions a buoyancy aid may be considered to provide adequate personal buoyancy when worn by users of small craft – such craft are often themselves inherently buoyant, and will provide a conscious person with additional support in a capsized situation. But where there is a high risk of an injured or unconscious person falling in, a lifejacket should be specified, as should be the case where someone is working alone with no immediate available assistance.

4. Different types of lifejackets

4.1 Inflatable lifejackets

These are very compact lifejackets as they rely solely on inflation by air or other gases to provide buoyancy and have no permanent built-in buoyancy. They are in 3 versions:

4.1.1 Automatic gas-inflatable lifejacket, which is inflated automatically upon entry into the water. With facility for manual actuation, and for inflation by mouth, it is for use in conditions where the wearer, on falling into the water, may be unable to manually activate the lifejacket, through unconsciousness, injury, or unable to cope with the shock of sudden immersion.

Automatic gas-inflatable lifejackets can have automatic inflation of a single chamber, producing 35lbf buoyancy, or twin chambered buoyancy from two completely independent automatically inflated compartments. Should one chamber be damaged, the other will provide sufficient minimum buoyancy for survival.

4.1.2 Manual gas-inflatable lifejacket, wholly or partially manually inflated by a gas cylinder, and an economic option for less hazardous operations, or where working conditions are too wet to allow water-activated (automatic) lifejackets to be worn.

4.1.3 Orally inflated lifejacket, which is only inflatable by mouth through an inflation tube.

4.2 Inherently buoyant lifejacket, whose buoyancy is produced solely by the incorporation of materials lighter than water – closed cell PVC foam, or kapok, which is permanently built into the lifejacket, retaining full buoyancy performance if pierced. Though bulkier than inflatable lifejackets, they have the advantage of giving buoyancy protection at all time.

4.3 Partially inherently buoyant lifejacket, whose buoyancy is produced partly by the incorporation of materials lighter than water, and partly by inflation. Approximately 50% of the total buoy-

ancy is permanently built-in closed cell PVC foam, with the additional buoyancy obtained by blowing up the inflation chamber by mouth, giving the full characteristics of a lifejacket.

5. Certification of Approval for lifejackets

5.1 British Standards Institution's Specification for Lifejackets BS 3595:1981

5.1.1 The aim of this British Standard is primarily to guide manufacturers, individual users and those responsible for purchasing, prescribing or recommending equipment for clubs and associations, as to the essential performance requirements of a safe lifejacket. Bearing in mind that lightness, lack of bulk and simplicity in use are desirable, safety of life has been the foremost consideration in the preparation of the specification. The correct support of an exhausted or unconscious person has been the aim of the British Standard, and the very stringency of the requirements of the standard recognise the dangerous conditions existing in river estuaries, and both inland and offshore waters.

5.1.2 The purpose of the standard is to provide a lifejacket with a minimum buoyancy of 35lbf, properly distributed, for use in the conditions commonly encountered around the British Isles, in estuaries and many inland waters, which will give a reasonable assurance of safety from drowning to a person, who for whatever reason, is no longer capable of helping himself.

5.1.3 Publication and Revision. This British Standard was first published in 1963 to meet the urgent need to provide increased personal safety for amateur sailors, including ocean racing yachtsmen, dinghy sailors and canoeists, and for people who work on or close to water. The first revision was undertaken in 1969 and took account of the developments in the materials field which affected lifejackets. Various points of detail were also revised in the light of the continuing experience of users and manufacturers.

The 1981 revision takes into account numerous incidents which suggest that a collar retaining strap passing down the back of the wearer to the waist band, facilitates rescue. Additionally some wearers, especially children, may benefit from an optional crotch strap to hold the lifejacket down onto the shoulders. Most importantly, this revision allows for the integration of a lifejacket with a safety harness.

5.1.4 Future Standards. There are drafts for a European Standard in existence to cover both buoyancy aids and lifejackets,

and with a big United Kingdom input there is a probability of a dual numbered standard with any resulting harmonisation standards being published as a replacement/addition to BS 3595. Because most of the content of the British Standard specifications will be in a future European Standard, UK lifejackets may not have to be re-tested – though this is not certain.

5.2 Merchant Shipping (Life Savings Appliances) Regulations 1986

Inherently buoyant lifejackets shall comply with the requirements of Part I of Schedule 10, and inflatable lifejackets shall comply with the requirements of Part II of Schedule 10 to the Merchant Shipping (Life-Saving Appliances) Regulations 1986 – both being subjected to tests carried out by an independent laboratory, recognised by the Department of Transport.

6. Comparisons between the BSI Specification for Lifejackets, and the requirements of Part II of Schedule 10 of the MS (LSA) Regs. 1986

Although the main paragraph presentation and the layout are different, the requirements of both schedules are similar, with only one major difference, namely:

para. 1.7 of Part II of Schedule 10 of MS (LSA) Regs 1986, under "Construction": An inflatable lifejacket shall be constructed with not less than two separate compartments, and not less than two compartments shall inflate automatically on immersion and be provided with a device to permit inflation by a single manual motion. All compartments shall be capable of being inflated by mouth. The automatic inflation system shall be so designed and protected that the risk of inadvertent inflation is reduced to a minimum.

para. 1.8 requires that in the event of loss of buoyancy in any one compartment, the lifejacket shall be capable of complying with various performance requirements, such as body turning, body angle inclination etc.

Both schedules cover 1) Materials and Components, 2) Construction, 3) Performance, 4) Marking, and 5) Instructions.

Examples of differences in minor requirement details of performance and construction are in the donning and securing times, drop test heights, design requirements for facilitating lifting from the water, and angle of inclination. There is agreement on the righting times for both automatically and manually gas-inflated lifejackets, the need for the fitting of retro-reflective material to assist detection, and for the use of highly visible coloured

materials such as yellow or orange.

Similarity between the two specifications is reflected in the references to testing in accordance with BS 3595, given in the Prototype Tests section for Inflatable Lifejackets in Part II of Schedule 10 to the MS (LSA) Regs 1986. Such references being for the grab loop strength, resistance to inadvertent inflation, strength of attachment of inflation devices, and resistances to fresh and salt water, to crushing and to bursting.

Most MS (LSA) Amended Regulations come into effect from 1 July 1991, whilst others take effect in 1992 and 1995, and will incorporate among other items, immersion suits (Part I of Schedule 23). An immersion suit which also complies with the requirements of Parts I or II of Schedule 10 of the 1986 MS (LSA) Regulations may be classified as a lifejacket.

7. UKPA(M) Technical Sub-Committee policy on lifejackets

The committee has always maintained an interest in all safety equipment and clothing, of importance to pilot boats, pilot boat crews, and pilots – a few recent examples of equipment inspected being immersion suits, lifejacket lights, helicopter strops and the Matesaver rescue pole. The committee has appraised several manufacturers' lifejackets, either brought by members or sent to the UKPA secretariat, and has always held the belief that every example should not only be thoroughly inspected but any resulting constructive comment be passed to the manufacturer. Lifejackets, flotation jackets, floater coats from Crewsaver, Henri-Lloyd, Mullion, Mustang, Functional Clothing, Musto, SeaSafe and others have been inspected by the Technical Sub-Committee.

8. SeaSafe All-Weather Wear Ltd

EMPA and IMPA members, and a high percentage of United Kingdom pilots wear the SeaSafe purpose designed pilot coat, and SeaSafe All-Weather Wear Ltd. have frequently consulted the Technical Sub-Committee for their continuing modifications and improvements – successive SeaSafe pilot coats being sighted by the committee.

To achieve BS 3595:1981, SeaSafe All-Weather Wear Ltd. submitted their lifejacket to BSI for testing, successfully passing the assessments for BS Certification on 10 April 1990 – test report no. 170508.

The wearing of a purpose-built pilot coat, such as that of SeaSafe All-Weather Wear Ltd, during transfer from ship to ship is wholly supported by the Department of Transport. Though paragraph 1.7 of Part II of Schedule 10 of

MS (LSA) Regulations 1986 prevent the issue of a DOT Certificate of Approval for the SeaSafe pilot coat, (also refer para. 4.1.1 above), the Department is in a position to recommend it be worn during a pilot's working transfer.

9. Department of Transport MSN no. M1195

Work Process no. 11 listed in the Annex to MSN no. 1195, issued January 1986, is defined as:

Any work carried out from an overside position or in an exposed position where there is a reasonable foreseeable risk of falling or being washed overboard or any work carried out in or from a ship's boat, and requires that the protective items specified for that process, or items of equivalent standard, must be supplied by the employer. The protective clothing and equipment to be provided in Work Process no. 11 is:

A lifebuoy with sufficient line attached ready for immediate use, and either a Department of Transport approved lifejacket, or a lifejacket conforming to BS 3595:1981, or a buoyancy aid conforming to the Ship and Boat Builders National Federation Standard 1979 – whichever is appropriate.

Paragraph 4 of MSN no. 1195 requires that employees have to be instructed in the proper use of their protective clothing and equipment, and these items must be properly maintained and inspected.

In MS (Protective Clothing and Equipment) Regulations 1985, in operation from 1 May 1986, an "employee" means a person (including the master and self-employed persons) employed on board ship, other than a dock worker or shore based worker on board a ship whilst it is in harbour.

10. Conclusion

Extract from Appendix P6 of the BSI Specification for Lifejackets.

"Much has been learned in recent years, and although much remains to be learned, lifejackets complying with the requirements of this standard represent the application of the latest research and a high standard of manufacture. They are designed to withstand normal robust use, but not misuse.

Two words of advice are offered when a lifejacket has been bought:

Firstly, take an early opportunity of trying it out under simulated conditions to ensure that it functions correctly.

Secondly, look after it and maintain it in accordance with the manufacturer's instructions."

*C M Irving, Chairman,
Technical Sub-Committee, UKPA(M)*

UKPA(M) Recommendations on safety equipment and clothing for the Marine Pilot

Introduction

The Marine Pilot faces daily, whether in the teeth of a full gale while trying to ship or land in the open sea approaches to a port, or on the quiet but icy or oil coated ladder of a tanker at a riverside berth in the dead of night, an element of risk.

At both national and international level there has been much legislation to regulate the provision of pilot ladders. There has also been considerable work to ensure that pilot boats are equipped with facilities for the recovery of pilots, while those operating the boats have been encouraged to provide adequate training measures for their boat crews.

However, accidents continue to happen, for one reason or another. It is therefore important that the individual pilot takes reasonable care to ensure that he is protected against injury, against exposure to the elements of wind and water, and, should he be unfortunate enough to enter the water, that he is wearing a buoyancy aid capable of keeping him afloat on his back, whether conscious or not.

The pilot owes it to himself, his family and colleagues, and more importantly to those possibly risking their own lives to save him, to take reasonable precautions.

Following a national survey of safety equipment and clothing for the marine pilot, carried out by the Technical Committee during 1989, the Technical Committee was gratified to find that since 1988 and the reorganisation of pilotage, there has been some improvement in the type of such equipment worn by pilots, and particularly so where equipment has been supplied by the new pilotage authorities (CHAs). There is however a considerable gap between the best and worst, and there is a variety of different types of equipment not related to need.

In recognising that the pilot requires a unique type of clothing and equipment, which will not just allow him to climb a ladder with some agility, but will also allow access to small hatchways and will be highly visible in the water by day or night, the Technical Committee, in the absence of any legislation on the type of

clothing to be worn, makes the following recommendations, for the benefit of pilots and those charged with the responsibility of ensuring their safety while at work.

The recommendations follow many years' experience of the types of equipment manufactured, much of which has been improved at the suggestion of the Technical Committee, and from experience and advice gained over the years from other authorities; and from the results of analyses of accident reports written by survivors and from coroners' reports of the less fortunate.

1. Recommendations on Safety and equipment and clothing for the Marine Pilot

The type of equipment the pilot uses for his safe transfer from ship to pilot boat and vice-versa, is not necessarily needed for wear once aboard the ship or while travelling on shore between jobs. The incorporation into a single garment of all the necessary safety features will prevent individual items from being lost, overlooked or left behind for convenience. A purpose designed pilot coat is therefore recommended.

2. The Pilot Coat

2.1 The coat should be weather proof, fitted with a hood and with a belt and crotch piece to prevent the coat riding up once in the water.

2.2 The coat should be red, yellow, or of another highly visible colour, and should be fitted with reflective tape around the shoulders and arms.

2.3 The coat should be fitted with an automatically inflated lifesaving buoyancy aid powered by gas (CO₂) bottle of at least 32 grammes. The buoyancy aid should be capable of turning the inert body of a pilot onto his back.

2.4 It should have an oral inflation valve fitted on the outside of the coat within easy reach of the mouth.

2.5 It should be fitted with a harness using webbing sufficiently strong to allow an inert body to be lifted by it from the water. The lifting point should be on the chest.

2.6 Coats should be fitted with a water activated steady light.

2.7 A strobe light should be fitted.

2.8 The coat should be fitted with a whistle.

3. Waterproof over-trousers

Should be worn

4. Shoes or Boots

Shoes should be supple and flexible enough to allow a pilot to get the 'feel' of the ladder he is climbing. They should be non-slip and sturdy.

5. Gloves

If worn, these should be of supple material.

6. Headgear

Conscious of the number of head injuries incurred while crossing the decks of unfamiliar ships in the dark, in particular container ships and tankers, the Technical Committee recommend the use of headgear as per Docks Regulations.

7. Warm clothing

Pilots cannot be reminded too strongly of the need to dress warmly. The pilot wearing thermal underwear is the one who usually survives immersion in very cold water to write his own report of the incident.

8. Training

All pilots should be themselves familiar with the lifesaving arrangement of the pilot boat on service and in particular the point for re-embarkation should they be immersed. At some stage in a pilot's early career, he should experience a practised physical recovery from the water under controlled conditions.

9. Maintenance and familiarity

Pilots and those responsible for their safety should make themselves thoroughly familiar with all the equipment and ensure that it is regularly maintained and replaced according to manufacturers' instructions.

EMPA GENERAL MEETING GRAND BANQUET & DANCE Friday 24th May

If you are coming and you have not already booked, please do so as soon as possible. Tickets are £25 per person.

Do not miss this event, an opportunity to meet your fellow UKPA(M) pilots, serving and retired, and to meet and greet our EMPA visitors.

IMPA

A Report of the Meeting of the ICS Radio and Nautical Panel held at the GCBS Building, St. Mary Axe, London on 29th October 1990

The meeting was chaired by Mr J Lameijer of the Netherlands Ship Owners' Society, and was attended by ship owners' societies from Sweden, Japan, Germany, Denmark, Greece and the United Kingdom. Also attending were representatives from CIRM and IMPA.

Apologies were received from the ship owners' representatives from Norway and also from IALA.

At the meeting concern was expressed over parameters for 'Areas to be Avoided', especially with regard to Buffer Zones, which term needed to be more tightly defined. ICS seemed to be somewhat unhappy with the Marine Environment Protection Committee on this issue, and plan to refer the matter to the Maritime Safety Committee.

Regrets were expressed at the lack of progress in the World Navigation System. The final aim is for a one receiver, world side system, although the receiver and the system could be a hybrid of Loran C and satellite. The service should be free to shipowners in terms of direct charges, and costs to be recovered through port dues. It was hoped that the final system would be as foolproof as possible, although it was not likely to become fully operational for at least ten years.

Much debate took place over the subject of trials by night of the Officer of the Watch as the Sole Lookout. Doubts were expressed into the wisdom of the parameters set out by IMO. It was pointed out that navigation on a hazy day is more fraught than on a clear night. It was also expressed that for the Master to decide whether or not to navigate with an officer as the sole lookout without proper guidelines, would place him in an unenviable situation. A remark was made that it seemed that a modern idea was that the best way to deal with a problem was to 'throw some equipment at it', without taking proper account of the human and practical problems.

A report of the IMO/ILO discussions revealed an ILO attack on the two watch system. Doubt was expressed upon the purpose of this tactic in view of the universal knowledge of serious shortage of trained watchkeepers.

On VTS, reference was made to the progress of the IALA work on shipborne transponders to be used for tracking and

polling. The ICS Secretariat, upon questioning, said that the end objective was to be remote pilotage.

IMMARSAT are bent upon maintaining their practice of directly charging for distress calls and subsequent distress traffic. ICS are incensed at this, and say that they are prepared to pay a small surcharge upon other traffic to cover the cost of a free distress service. If all negotiation fails ICS plan to institute a payment strike. This observer found the prospect of shipowners taking their own form of industrial action not unamusing.

A. R. Boddy

IALA - VTS Technical Committee Report of the 9th Session held in London 25th-27th September 1990

During the 8th Plenary Session of the IALA - VTS Technical Committee held on 29th March 1990, a working programme for the period 1990-1994 was established. Four Working Groups were set up and task leaders nominated.

- A VTS Manual
- B Environment aspects
- C Assessment of operational benefits of VTS
- D Legal aspects of VTS

The task of Working Group A is to write a manual which collects the accumulated wisdom on VTS worldwide. The aim is to elaborate a manual that might serve as a standard to provide new and existing VTS with information and guidance for the running of an effective VTS.

Working Group B discussed whether they should emphasise how VTS can specifically help in the protection of the environment and if VTS should work towards greater coordination between different centres.

The elements to be considered are:

- Establishment of a joint data bank,
- the role of VTS in preventing a marine accident and after a marine accident occurs

- analysis of existing IMO Resolutions relating to the reporting of information by ships

- determine the feasibility of developing regional and national VTS Centres

- monitoring and adaptation of the sub-committees work on automatic identification and tracking of vessels.

Working Group C agreed to prepare guidelines on the assessment of operations benefits of VTS.

Three key points will serve for the orientation of the study:

1. When and why operational benefits should be investigated
2. Flow assessments of operational benefits can be realised
3. What is needed for implementation of assessments of operational benefits

The objective is to define a reference manual related to the assessment of operational benefits and implementation of VTS and promote further studies related and research for the designs of procedures to be included in the manual.

As a result of discussion, Working Group D proposed:

- to summarise and provide a commentary on the principal arguments put forward in papers, studies, publications on the legal aspect of VTS,
- to ensure that this task, when completed, can stand alone and be incorporated into the projected VTS Manual as an 'introduction' to the subject of legal aspects of VTS.

The reports and terms of reference for each Working Group were presented by the task leaders and approved.

Discussion took place as to whether a Working Group could express a legal opinion or whether this should be left to a council of experts as originally foreseen when the work programme was discussed at previous plenary meetings. It was decided that the Working Group could make suggestions and steer the efforts of legal experts but could not express legal opinions.

The next meeting will be held from the 15th to the 17th April 1991, in Paris.

Captain Paul Lopinot
Vice-President IMPA

Sealink Discounts

Sealink Stena Line continues to offer all pilots and retired pilots a 25% discount when travelling from Dover or Folkestone to Calais or Boulogne for 1991. Over 100 pilots took advantage of this excellent arrangement last year, many pilots from northern and western British ports worked out that even allowing for extra miles travelled, the discounted fare was still much cheaper. Remember, the 25% discount is off the total amount to pay, nothing is excluded.

For the price of a stamped addressed envelope to the Editor at his home address, any pilot can save up to £100 with 5 people travelling. If we continue to use the concession we shall continue to enjoy it. If you are thinking of travelling anywhere on the Continent in 1991, do your sums, and send for a Discount Letter.

The Early Years

I was born on September 1st 1871 in a little white cottage which was built where the Granby cafe is now. When my uncle and aunt were born in the same cottage I have been told that the tide was up to the bottom of the bed, and once my grandfather's cobble landed on the railings of Sandville House and her stern went through the window. The erection in the opening where Mrs Scott lives was a breakwater to keep the tide coming into the house, and the NE corner of the Oriental cafe is built on bags of cement that a wrecked ship was loaded with. There was a school with boys at one end and girls at the other with a curtain in between.

There used to be a gate at each end of the village, and everybody was out if a stranger came in to the village. All the big houses were furnished for taking visitors in the summer. There were a lot of well-to-do Quaker families and nearly every night they set off balloons and fireworks. We used to go round the village with tin whistles and tin pans shouting "fireworks tonight". In those days a coal rake was the coat of arms and you hardly knew what land coal was. There used to be Nanny Pearson and Mary Ferguson and Peggy Appleby, they were always on the sands. There was much more coal in those days, sometimes a hundred loads. The carts used to come from all around the district, with two horses, and they used to pay 1/- a load for raking them. Our coal house held eight loads. After a NE storm, when the sea goes back with the wind from any southerly direction, coals came out at half ebb or half sands down, up to high water the next tide. If the wind got any way to the north of west, the coal would go away like snow off a dyke, not a grain left.

In my school days I used to blow the organ at church for £1.5.0d per year. I used to carry milk from Mr Bakewell's for 1/- per week, then I used to go to the lighthouse to meet Mr Storer that brought the letters from Hartlepool on a pony. He delivered the letters and I brought the pony down to the Seven Stars and got 3d per week. Then I carried for old Mr York, the butcher, for 1/- on Fridays and Saturdays, and I carried salmon to the old fish quay for Jim Walls and Ambrose Storer. I carried a lot of salt water for the visitors to the big houses in the summer at one and a half pence per pail. Mr Bakewell was a grain merchant as well and used to give a big sack of wheat at Christmas. The villagers used to come with cans and get it to make frumerty on Christmas Eve.

LITHGO LIVES

The Diary of William Scott Lithgo Tees Pilot

Editor's Note: As anyone connected with pilotage will know, there are certain families whose traditions in the pilotage profession stretch back generations, as many as 300 years in one case known to me. One such family is the Lithgo family of Seaton Carew, Tees pilots for at least six generations.

Knowing of a family's pilotage past is one thing, having a written record of their lives is rare. William Scott Lithgo liked writing and had a good memory. First licenced in 1894, he kept a diary, a precis of which we shall serialise, as best we can, for some issues of the Pilot.

In this issue we concentrate on William Scott Lithgo's early home and pilotage life, a valued insight into what constitutes "experience" in the true sense of the word, not always confined to passing a paper examination confirming that one is a "Master Mariner".

Later issues will reflect on the Young Pilot and the Senior Pilot. Our thanks go to Stanley Scott Lithgo for this valuable contribution to our pilotage heritage.

My father, John Lithgo, got his pilot's licence about 1867, but you could not make a living at piloting alone. You had to go fishing and boating as well. When we had fishing parties I used to go with my father to bait their lines and take the fish off for them, I got 3d and thought I'd done well. My father only got one ship one winter, the *Harris Regent*. Old Mustard used to be pilot for them and he was not there, my father was fishing in the river when she came in and got it.

In 1886 my father got suspended for six months. A ship called the *Castledale* was in the dock and had to adjust compasses and could not get to sea before dark. If she stayed in the dock she would be neaped, so my father was ordered to take her to the new Redcar buoys. When he went to take her away she had sat on a tree and broken her back. The Corporation suspended him for six months to try and clear their name. At the trial the judge said they had no right to suspend the pilot before judgement and the TCC had to pay the damage. The gentlemen at Seaton wanted to fight my father's case, but he would not let them. He said we, his sons, would never get a licence if they did. So we went fishing for Ambrose Storer in our boat and my mother baked bread and teacakes and I

used to go round selling them.

Robert Hood had Pyman's *Ida* from the Quaker's yard to take to Blairs. He took my father with him to get this big ship up to Stockton. I helped launch the cobble to go off to her, all Seaton was out to see this big ship. She would carry about 1000 tons. In 1888 my father, Andrew Robinson and myself left to go to Swan Coates, Middlesbrough to bring out the *Newington*. When we left, the brig *Granite* was south of Redcar coming down with a light SE wind. When coming in she struck on the North Gare, the weather increasing to nearly a gale. Seaton lifeboat went but nearly everyone was away and they went with anybody to make a crew. They got close to the ship but made a bad shot with the grappling. They could not get back again to the ship as none of the crew could pull or keep stroke. She broke up and all the crew were drowned.

The next year I went to sea in a brig called *Remembrance*, joining her in Hartlepool, and took coal to London and loam back to Middlesbrough. I made six trips in six months at £1 per trip and we had to work our own cargoes. Next year I signed on the *Lunenburg* at 31/8d per week. We loaded at Methil and went to Genoa, we were away 13 weeks. It was the year of the Durham coal strike, 1892, and I signed for £4 a month. Some of the ships were going out in the roads and bringing crews from Shields in tugs for £3.15.0d a month.

After this I went home and worked for three or four pilots. We had good gear and good boats and well manned, we could compete with anybody and were king of the sea at that time. In 1893 there was a sailing regatta and Arthur Burton and I sailed our Jim's boat against Robert Hood and Jack Bulmer. He was going to cut his boat in two if he could not beat us. It was round the Longscar buoy and back in a stiff south-easter. We fetched the buoy the first tack, rounded, and came back with a free wind. They washed into the roads and we beat them by twenty minutes. We had our tea before they landed!

One August we had our boat in the low harbour and were in the buzzer house with the sea breaking on the bar at low water. A boat sailed down, and instead of staying to the south, they kept going till the sea knocked them over and over inside White Gas buoys. We ran to our boat and pulled over but could see nothing of them. Then we saw them on the west side of the Gare in the inner deep. We set our sail, ran up to the third buoys, waded our boat over into the inner deep and just got to them before they got into the broken water on the slag, although it was

as much as our boat could face. We got the two youths, it was wonderful they could survive coming through all that sea. Old Captain Harland that was with them to take the boat to Redcar, was drowned. We took them to our house, got them dry clothes and a cab to the station for Middlesbrough. They were Mr Kirby's sons, who sent us a splendid letter and £10.

In October 1896 we went to Snook end to take our Jim out of the *Seaham Harbour*. It was blowing a SW gale and we had a job to get off and took all rings down to go down to the pilot barge.

It was blowing that hard we lashed the

end of the yard down to the inwire and when we hoist and got free of the barge the lipper was that heavy we washed alongside of the wharf. When we lowered and shoved astern we caught a pile at each end of the boat and the lipper knocked her over. We went from the gunwhale to the drafts and the drafts to the gunwhale, and we were pulling her over as fast as we could go until the stern line came taut and pulled her up full. We balanced her until the lipper caught us and my father cut the line to let her drive ashore. She sank and we only had the oars or mast. Us shouting set a dog barking in the fishermen's huts, they

heard us and shoved about six boats in which all sank on the steep. We were touching bottom when they reached us.

The boat went right on, through the piles of the wharf, down the Snook channel to sea, to be washed ashore at Whitby. It was my first boat, and new, but I had had enough of her so I sent word to sell her. I got 5/- and some trouble signing the Customs papers. The fishermen brought my father up in old Wall's trap, but I walked up, and a nice crowd to meet me - mother, wife, baby, sisters and half of Seaton.

Next quarter - The Young Pilot

LETTERS TO THE EDITOR

Dear Sir

I am writing to thank you for forwarding me *The Pilot* magazine. It is good to read familiar names, and also to keep in touch with the Pilot service, around which my life revolved for so many years.

I was especially interested in the reference to the 'Human Factor Study of Marine Pilots' in the July issue of *The Pilot*. The study highlighted the importance of social and psychological support for pilots, a supportive wife, the study found, was useful in coping with the stresses and strains of the pilotage workload. Pilots' wives and their families are very much aware of the emotional and psychological factors involved in working in such a highly skilled and knuckle-biting profession; however, most would say that the benefits of job satisfaction and enviable status balance the negative aspects of, for example, antisocial hours, disturbed sleep patterns and missed meals. This personal commitment, by their families, to their calling is acknowledged and appreciated, I know, by pilots in general.

The study, though, also indicates, that, because Pilot's friends and their wives friends are drawn mainly from the pilotage circles, there is often isolation from the wider community. This factor can be relatively unimportant when life is unproblematic, but can have serious implications in changing times and situations. When a wife becomes a widow, for example, she can lose not only her life partner, her security and her reflected status, but also her social circle and thus her social support.

When David died I received overwhelming support from his colleagues and their wives; in my work

with the terminally ill, I am very much aware that the help I received was far more than most widows and that this helped me enormously in rebuilding my life.

In the year following David's death, I had to move to the south of England to continue studying towards a social work qualification, and subsequently I then found work here. The Pilots pension covers my mortgage and for that I am thankful; it took time, however, to construct a new support system of friends and acquaintances.

During this time, I had, on many occasions to contact friends from the Manchester Pilot and Helmsman's Services for reassurance and advice; each time I received an instant and comforting response. Some widows, though might hesitate to ask for help.

As I have benefited so positively from the goodwill and kindness of David's colleagues, I feel I would now like to reciprocate in some way.

I am currently working as a medical social worker; if there are any wives or widows who could use a confidential 'listening ear' or who would like to tap into my personal 'bank' of trained information, knowledge or understanding, I would be very happy to hear from them. My telephone number can be obtained through the Manchester Pilot Service.

I am very proud to be a Pilots widow; please keep up the good work with *The Pilot* magazine and my best wishes to you all.

Yours sincerely
Barbara Brown

David Brown was a Manchester Pilot who died in service in December 1982

Dear Sir

Having been retired for some time now and really out of touch with recent pilotage matters, would you please put my mind at rest regarding certain

abbreviations which appear. For instance what does VTS Officer and CHA stand for? I did manage to nail down ABP. Perhaps you will be able to print a list in the next issue of *The Pilot*.

Thanking you for an excellent official organ. My cheque for £5 enclosed

Yours sincerely

W S Scott

Retd London N Channel Pilot

Editors Note

VTS is for Vessel Traffic Services ie. Port Radar and Communications

CHA is for Competent Harbour Authorities a phrase conjured up by Government to denote a Port Authority under the 1987 Pilotage Act. Invariably a misnomer!

Dear Sir

I was somewhat interested to read about the *Greenwich* in your January issue of *The Pilot*. The mention of her being launched at Sunderland by the Princess Royal rang a loud bell, so I hunted out my late father's log book. Sure enough he was her first pilot when she was launched in July 1943 (Duxfords No 707).

My father was F.S. Burgess (Stan) and he eventually became River Wear Pilot Master. He died in 1986 aged 80. I have been a reader of *The Pilot* by proxy through my mother, but she having died last year means that the January issue is the last one I expect to see - a good one to have chosen!

Best wishes for the future to you all and *The Pilot*.

S A. (Alan) Burgess

REMEMBER

It is in your interest if involved in any accident or injury, however trivial it may seem at the time, to inform your insurers **within thirty days**.

OPINION

It was good to see the UKPA(M) coloured brochure produced to distribute to the younger pilots who are presently entering the profession. Even more important is to follow this excellent initiative through at local level, where the personal touch from fellow pilots can mean so much to a new entrant unaccustomed to our ways. I wonder what the Technical Committee had to say at the lack of lifejackets displayed by both pilot and launch crew in the photographs.

What was not so encouraging was to read that at the NUMAST Biennial General Meeting in May, a motion will be debated calling for NUMAST's Council to open negotiations with the TUC and the TGWU to transfer all seagoing personnel, including marine pilots, to the one union - NUMAST.

Whilst obviously nothing will come of this, it was sad to see what could be the start of further internecine Union wars for no reason, it would seem, other than to boost numbers in a depleted British Merchant Navy officer's union strength.

Better by far, surely, to get together through the TUC and approach our common problems as a joint venture. I believe something to this effect appears around our logo, 'United we stand, divided we fall'. Which is certainly the case from October 1991, when our three year early retirement scheme ceases, and we will be dependent on our Harbour Authority to ensure we get a fair deal.

Panossim

Annual Conference 1991

The dates for the 1991 UKPA(M) conference will be

Thursday 7th November
and
Friday 8th November

The venue for this year's Conference will be:

The Caledonian Hotel
Princes Street
Edinburgh
EH1 2AB

Further information and details of the 1991 conference will follow at a later date

OBITUARIES

Arthur Yates

Arthur died after a short illness in October 1988, not long after the change over to the new system.

He was born in Blackpool in 1930 and commenced his seafaring career serving his time with County Ship Management. He then transferred to London and Overseas Freighters, where he served as a deck officer. After obtaining his Master's Foreign Going certificate he sailed with British Rail Ferries on the Heysham/Belfast service.

In 1963 he commenced his pilotage career at the port of Preston. On the closure of that service he transferred to the Trinity House London pilotage North Channel district, living at Colchester, Essex. On 1st October 1988 he transferred to the PLA pilotage service dying shortly afterwards.

Arthur loved his work and was an example to all pilots in the cool, quiet manner in which he carried out his duty.

He leaves a wife, Mary, a son Andrew and two daughters, Catherine and Janet.

Our deepest sympathy to them all. He will be greatly missed.

We have heard from Mrs Mary Lois Yates that there is a seat situated at 'Waterhead' Ambleside in her husband's memory - he was particularly fond of the Lake District - where he had spent many happy hours.

James Scott

It is with deep regret that we have to report the death of James Scott on 16th August 1990, after retiring terminally ill.

James was born in Edinburgh on 3rd August 1929 and was educated at Bellevue School and later as a marine cadet at Leith Nautical College.

He served his time with Andrew Weir's Bank Line from 1946 to 1950, obtaining his second mate's certificate and remaining with them until 1952.

He subsequently sailed with the Dundee, Perth and London shipping company, The Currie Line, Sharp & Co., Mac Gregors, London and Rochester Trading Company and finally the United Baltic Corporation. He qualified for Master Foreign Going in 1957 and sailed in command during this period.

James became a Trinity House Pilot in 1964 on the London Pilotage District North Channel station. On 1st October 1988 he transferred to the Harwich Haven Authority, where he remained until he was forced to retire due to ill health.

James will be sadly missed by his colleagues and friends and especially by his wife Betty, his son Gavin and daughter Fiona, to whom we extend our deepest sympathy.

Legal Defence Insurance March 1991

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

Following the retirement of Mr Alan Thompson of the Navigator's and General Insurance Company, who for many years dealt with the multitude of Pilot's enquiries the following are now the contact arrangements

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 Ext. 3142

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 L Powell
Daytime tel: 0273-29866 x 3142

Outside office hours

Mr L Powell
Home tel: 0323-29393
or Mr N S Cooper
Home tel: 0903-742927,
or Mr S S McCarthy
Home tel: 0444-248520

Please take note of all these amended numbers

Chairman, UKPA(M)

John Henry Wass

John Wass, a retired Humber Pilot, who died on the 3rd of July 1990 aged 67, commenced a Humber Pilotage Apprenticeship in 1939 following pre-sea education at the Hull Nautical College. After completing his indentures he served with Elder Dempster's and the United Towing Company, becoming a licensed pilot in 1949.

He spent most of his career operating from the cutters cruising in the approaches to the Humber and was a

good and dependable shipmate. With the pilotage station established at Spurn, he was appointed to the 'Pilot Masters' Roster', where he rendered valuable assistance in the transition to shore based operations giving unfailing loyalty to the pilot service and his colleagues.

John attended UKPA Conferences and will be remembered as a friendly and jovial character.

His wife Audrey and he retired to a stone cottage in a picturesque village near Richmond in North Yorkshire.

He leaves a widow and daughter.



THE PILOT

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Coastlines

North Channel Pilots' Association

This association was formed over a year ago to provide a purely social organisation for past and present pilots based on Harwich. (Past pilotage certificate holders do not seem to have been included!)

We have a membership of just under a hundred and meet for lunch about ten times a year. There have been a number of interesting guest speakers at these occasions on subjects as diverse as The Suffolk Stour, Rock Lighthouses and The Salvage of Ferries at Folkestone and Zeebrugge. Perhaps the comic highlight came with a talk by a former Hurricane pilot in Burma with his description of the simultaneous take off on the same runway by two colonial pilots whose idea on wind direction varied by 180 degrees. They commenced their runs from the opposite ends of the strip with predictable results!

Our purpose in writing is to seek some publicity from the pages of *The Pilot*. We are at present planning events for this year and would welcome suggestions on speakers or other social activities from any similar organisations. There may even be a neighbouring Association that would like to share an outing on the *Waverley*.

Any ideas to this address please. They would be most gratefully received.

Keep up your good work with the Magazine. It is greatly improved and members really do look forward to the next issue.

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Short Story

THE HARD CASE

by Trevor Calcott Walker

The early morning summer sun blazed through the lattice of steel that is the Transporter Bridge. Although still only six a.m. its warmth could be felt as I walked briskly down from the station, past St. Hilda's Church and the 'Slater's Arms', on to the jumble of railway lines at the entrance to Tyne Tees Wharf. It was going to be a lovely day, the pilot's job a bonus at time like these.

Somewhere along the wooden frontage of greasy piles and rotting timbers lay the ancient Norse trawler, the *Nordwind*. She had entered the Tees the previous afternoon for stores and water, having been engaged in hydrographic work in the North Sea.

A variety of small ships were chartered during the early sixties, Dutch, German and Norwegian, to help the survey ship towing its long cable over the sea bed. Their function was to steam, one each side of the cable, about half a mile astern, and drop small explosive charges at prescribed intervals to cause shock waves below the sea bed. The resultant readings on the seismograph helped determine the nature of the sea bed and whether it contained gas or oil bearing rock.

For the hardened sailor on these small ships, or 'bombers' as they became known, this was something of a sinecure. Their main gripe was boredom, so you can imagine the excitement of an opportunity for a night in port in the Tees, and a step ashore to the 'Captain Cook' within easy staggering distance! The scene was set for action of one sort or another.

All this ran through my mind as I strolled along the wharf looking for the little trawler. I was well aware that ordering the pilot for six in the morning was in all probability the crew's alarm call. I passed the *Frisian Coast* and the Danish *Hebe*, each smart in their respective livery. Ahead towered the impressive *Glenroy*, her black hull and distinctive red funnel gleaming in the morning sunlight. Right under the flair of her bows lay a little tangled heap of crumpled rust, the name barely discernible on the battered stern *Nordwind* Stavanger. Aboard, all was silent and still.

Carefully I climbed down the steeply angled ladder on to her deck. On board, the decks were a shambles of rusting wire and neglected fishing gear. Half bottles of Newcastle Brown stood lined up on the hatch coaming, another lay smashed in the scupper. Cigarette ends galore and fish and chip papers lay

scattered about. All the signs of a good night out, and a chaotic arrival back on board.

I picked my way into a dark alleyway to find the Captain's cabin, eventually finding a heavy wooden door that looked a likely bet. I knocked. No response, so I knocked again. Then I pounded. A shuffle was followed by a loud crash and a cry of pain. Opening the door an inch or two revealed a stubbled face and bloodshot eye. The Captain mumbled something, but without teeth, the ancient Nordic curse was unintelligible.

"Good morning Captain, six o'clock sir, are you nearly ready to sail?" The apparition, standing in his underpants, beckoned me into his den. He looked dreadful, his cabin smelled like the parish jumble sale. He disappeared to find his teeth. "Would you like a beer?", he croaked from the bedroom. I politely declined, so he only opened one. "I get the crew out," he grunted, and yelled his way up the alley.

I decided to make my way up to the tiny wheelhouse, where I felt more at ease. It was apparent the little ship was coming to life. Half clad zombies appeared from dark corners stretching and scratching. The trawler, being ancient, had living quarters under the fo'c's'le and from the wheelhouse I had a good view of bodies emerging. Various tinkering noises and oaths from the engine room skylight indicated that the machinery was about to be activated. A hiss of compressed air, a metallic clatter and the main engine was turning. It died, then rose again. We were in business.

The skipper arrived, gave me a toothy grin, and, dropping the wheelhouse window, bawled in Norwegian to two men on the fo'c's'le head. In an instant the bow was swinging on the ebb tide. The skipper wrestled with a big brass handle and crashed it into gear. The engine responded with a cough, bone shaking vibration, and a surge of power. A blast on the whistle for the Transporter Bridge and we were away. No sooner were we steady, passing under the bridge, than a shifty looking character I took to be the cook, shoved a mug of coffee into my hand, and dragged me to one side.

"Pilot, ve got to go alongside somewhere, ve got company aboard", he winked and inclined his head towards the fo'c's'le where, by now, some very unmasculine shrieks could be heard. "I can't just go alongside anywhere" I said, with pompous disapproval, "You'd best see the skipper, it's up to him."

A look of wild despair crossed the cook's face as two bedraggled, half clothed females erupted onto the foredeck in a state of hysterics. Clutching their remaining apparel, hair lank about their faces, the two 'girls' viewed with disbelief the scenery slipping past. They clung to each other for mutual support, dragging on their clothes as best they could, to the great amusement of the onlooking crew. It was then that I saw the real source of the problem. It was not affection or embarrassment which caused their embrace, one of the girls had an enormous plaster cast encasing her right leg from thigh to toe.

The two hopped about below us, shaking their fists when not grabbing the hatch coaming for support, hurling abuse at everyone in sight. The Captain, furious at the presence of his unwanted guests, asked my advice on where to land them. There was nowhere quiet I could think of. "Can you take them off on the Pilot boat?", he asked. "Well, it's not up to me Captain, but I'll see what our launch skipper has to say." Putting the Captain's request diplomatically to Henry, our launch coxswain, he, a man of the world, grasped the situation right away. "Tell him, no problem, pilot.", came the reply on the VHF.

Half an hour later, as we made our lee in the sea reach, the cutter came alongside. With very little freeboard it was a fairly simple matter for the two ladies to scramble aboard. The trawler skipper giving a grateful wave, the crew a hearty Norwegian cheer, rang 'full ahead'. A sailor's farewell!

By now it was low water and the iron ladder on the Pilot jetty was vertical. How did one get two frightened women, one with a giant plaster cast, from the cutter's deck up some 14 feet to the jetty? The deck hand, a lad of fifteen and green as grass, stood gawping at these two as they sprawled across the life-raft, unable to appreciate this sudden furthering of his life's education. Once alongside, I went up the ladder and lowered down a rope. The young deckhand, eager now to show his prowess, tied a beautiful bowline around the ample waist of the handicapped lady. With Henry steadying the boat, he helped her on to the ladder as I took up the slack from above. Four inelegant steps up, she turned, and glancing down with a perfectly straight face, bawled at him to 'stop looking up mydress'.

Eyes shut tight, the deck hand retired from the scene, an older and wiser man.

From Davina Connor, Secretary UKPA(M)

The following is a list of retired pilots and Pilots's widows who had subscribed £5 to defray expenses - as decided at the 1990 Annual Conference - up to March 1991. Please accept your printed name as receipt of payment.

For those who wish to continue to receive *The Pilot* but have not yet contributed please refer to the Editorial (Page 1).

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United Kingdom Pilots' Association (Marine)

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