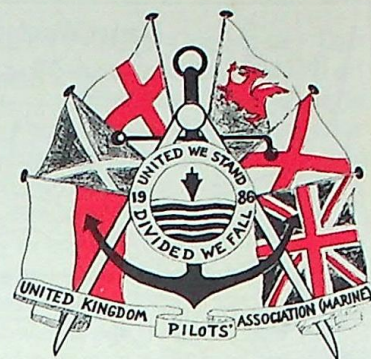


THE PILOT

JULY 1991

No. 226

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



Editorial

This is our first issue to be sent only to pilots and those retired pilots who have paid their annual subscriptions. As editor I have to say that the money allocated to *The Pilot* magazine for 1990/91 would only have paid for three issues. This, the fourth issue, has been made possible by our retired colleagues' subscriptions. For this I thank them.

It is not UKPA(M) policy to withhold this magazine from anyone but merely to carry out democratic Conference decisions. If any pilot, serving or retired, knows of anyone who is failing to obtain their copy of *The Pilot*, for whatever reason, would they please contact either the Editor, or Davina in London. We can then investigate.

The Port Profile seems to be popular with readers and has been a very interesting exercise for those pilots who have agreed to contribute. I can reveal that one article was actually written by a volunteer pilot's wife, and very good she was, too! There are many Ports in the UK, and, as Editor, I have so far telephoned a known pilot and twisted his arm when an article was required. More constructive would be a list of port contributors who would be willing to write me an article. If you can do it, or know of someone else who can, please write or telephone to the Editor at his home address. I will acknowledge all interested queries, and thank you in advance for your help.

John Godden

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Feature

THE HUMBER, OUSE AND TRENT

The evolution of a Pilot Service

The Early Years

Inscribed in a tablet of stone, at York, is the name Marcus Minucius Audeus. It also details that he was a Pilot of the sixth legion which was located in Yorkshire during the third century AD. The Pilots themselves were based at Faxfleet on the Upper Humber. After the fall of Roman rule and order it was again York that pursued the early conservation of the Humberhead. In 1305 Edward I established conservancy at York by Act and a charter of Edward IV vested that conservation of the Ouse, Humber, Wharfe, Derwent, Aire and Don in the Lord Mayor.

More than a thousand years after the first pilots on the estuary, Henry VIII, in 1541, charged Trinity House of Hull with reorganising pilotage. Although York had risen to be England's second town and had its own Shippers Guild, the orbit of local waterborne trade had found a second foci in Hull.

Thus the Humber Pilot service was created, establishing at the same time the first strand of what was to become, in 1988, Spurn Pilots Limited.

The creation of the pound lock in France during the seventeenth century is credited as being equal in importance to the use of steam in making the Industrial

Revolution possible. These events reopened the upper estuary to direct foreign trade and in 1826 the Goole Pilot service was formalised. The Humber Pilots restricted their activity to the lower estuary, with its attendant rivers and creeks, a completely separate facility for the upper Humber and Lower Ouse.

As the Trent lies wholly within Canterbury Province its development has had a different locus. Licensed Pilots are known to have existed at Gainsborough during the mid nineteenth century. Whilst Humber owed its origin to Kingly flat, and Goole to revolution, the rise of Trent Pilotage can be allied to Scunthorpe steel.

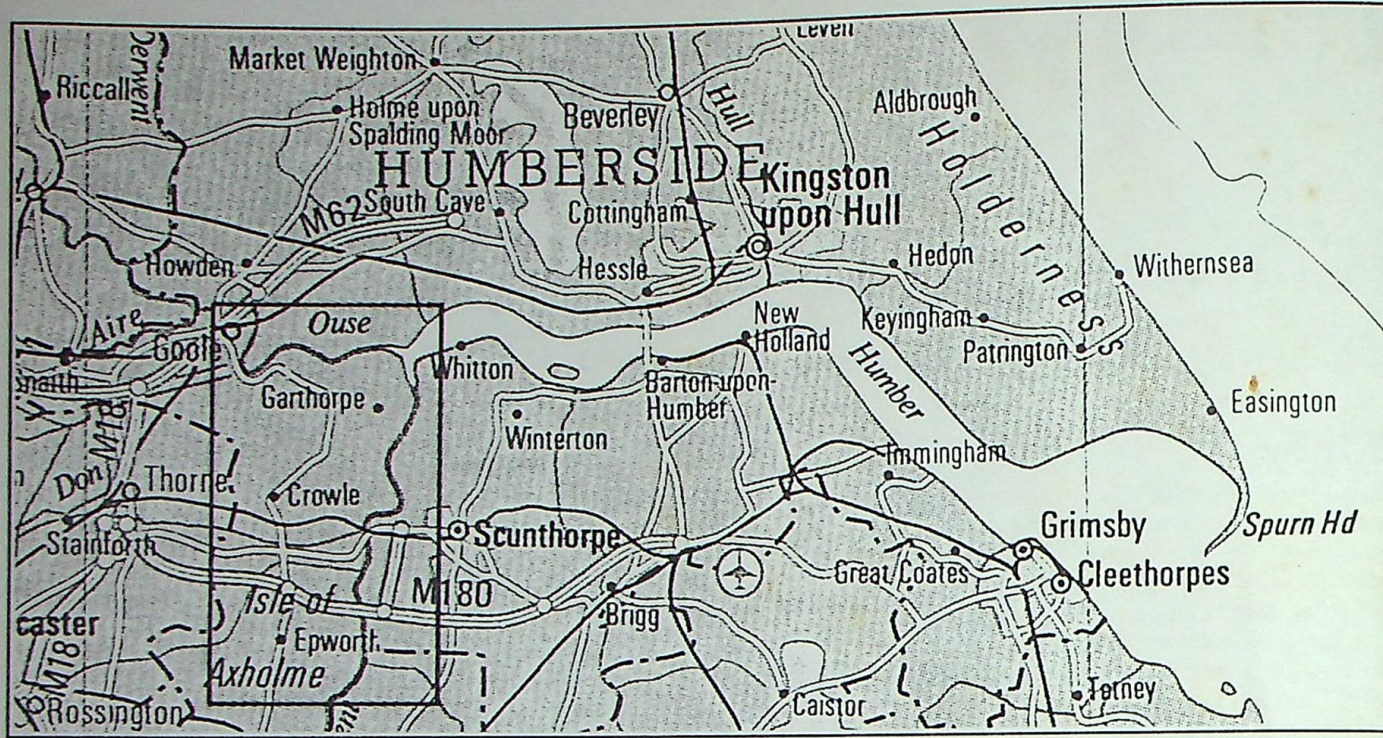
A clear and simple reason why Humber Pilots did not extend their service above Hull is difficult to identify. Two reasons present themselves, with Goole men emulating them a century later. The enjoyment of superb land communication between Hull and Goole would have been spoilt with difficult Trentside access, and perhaps more importantly, there were already men providing an unlicensed service. The first Trent Pilots were licensed in 1925 to take ships between 'Hull Roads and places on the River Trent'. Thus their exclusive area was the Trent itself.

Thus a trio of licensed pilot services came to exist on the Humber, which term can imply both Ouse and Trent. All shared a common designation as Humber Pilots, but were differentiated by being called Humber, Goole and Trent pilots. There were, and still remain, other pilots on the estuary. The various docks license their own, sometimes private, dock pilots. The Old Harbour at Hull and the upper Ouse from Goole to Selby have their own unlicensed pilots. Howdendyke and Dutch River used to have their own separate unlicensed

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pilotage, but the Goole pilots were eventually induced into absorbing this work.

The Changing Scene

The Trinity House interest in conservancy, and direct control over pilotage, passed to the Humber Conservancy Commissioners. By 1907 that body was reconstituted to include more fully the upper Humber and became the Humber Conservancy Board. Pilotage was at this time in the direct control of the Humber Pilotage Authority at Hull and the Sub-commissioners of Pilotage at Goole. Nationalisation of the docks brought Goole, Grimsby, Immingham and Hull under the one control, that of the British Transport Docks Board, in 1947. It effectively included all except a few minor wharves scattered about the estuary. By 1968 BTDB had gained control of the conservancy and pilotage, local pilotage becoming remotely headquartered from London.

In 1981 Associated British Ports, a private company, was formed from the BTDB. The shareholders now had public responsibilities and the possession of, and ability to acquire, profit centres, such as the Humber Pilotage Cutter Company.

Once the cutter company lay in private hands it began to supply profits to its owners, the ABP shareholders. Those profits could be increased if costs could be reduced. Cost reduction was first figured as a moot point in removing the Hull Roads launch. The launch could go if one of two things happened. Firstly, either pilots could change over, or a ship

could get a pilot if the vessel went alongside somewhere at Hull. Were this to happen then Riverside Quay would be dominated by this activity. Secondly it would attract opposition from the Humber Pilots who sat as directors on the cutter company. An unnecessary advantage would have been given to ABP competitors on the private wharves. Alternatively, ships could take a pilot, as the government had indicated in a recent Green Paper, all the way between berth and sea.

Industrial pilotage unrest manifested itself on the Humber with withdrawals of labour in 1954 and 1978. These local actions were undertaken by the Humber pilots only. The Goole and Trent pilots were asked to take part but considered the issues involved to be not theirs. As a result, at these times, various ships passed through the lower river pilotless. This undermined the strength of the Humber pilots action. Any negotiation on their part would be enhanced only if all the pilots of the estuary shared the same goal. This could only be achieved if all the pilots had the same remuneration and conditions. This meant amalgamation.

As a result of the epic miners strike much trade was brought to the river Trent. This brought an imbalance of work and remuneration particularly affecting Trent and Humber which did not receive the benefit of a local solution. Consequently the pilots had recourse to the Pilotage Commission for a hearing on March 20th 1985. The Commissioners unsuccessfully sought to make the three services speak as one. Between Christmas 1985 and New Year 1986 the pilots were

brought to an agreement with ABP regarding their appeal to the Pilotage Commission. This was dated January 13th 1986 and gave and restored the money which the pilots claimed, phased in over three years, conditional on progress being made towards amalgamation. The pilots were caught, they had accepted their pieces of silver.

Yet nothing happened to bring about an amalgamated service. At a request from the Humber pilots during the May committee it was agreed to set up an Amalgamation Working Party as outlined by the Authority. The inaugural meeting of this working party was called for Wednesday 2nd July 1986.

Despite the various agendas subsequently produced, the only real item for discussion was how much would a district wide pilot be paid. The working party seemed destined to become just another talking shop until the government produced its Pilotage Bill in November 1986. The legislation was so important locally that amalgamation could not be finalised until we had a new Law. The representatives could not secure the desired target income from ABP. This mitigated with the Pilots unease at the impending legislation. A meeting of all pilots on the estuary was called at Goole on Friday 9th October 1987.

This withdrawal of service had its desired effect and the AWP agreed the pilots money. Having settled upon a pay formula it was decided to begin training pilots upon the estuary itself. The pay formula became a vehicle for pushing forward the training. It enabled differentials in pay to be either wiped out or

whittled away within a year.

Half of the estuary's men volunteered to train in their own time. The pilots had bit the bullet by accepting money, and undergoing training would destroy the monopoly of knowledge that each service had.

The AWP preferred a starting date for training to begin rather than a casual approach. January 1st 1988 was selected as a suitable quiet starting point. Quiet, that is, except for the histrionics of those who couldn't accept this impending minor change to their work practices. This period became one of intense scrutiny for every pilot and, perhaps not surprisingly, the accident level fell significantly!

By May, 1988 the Pilotage Committee felt that a new single service for the estuary could commence. There were about sixty men qualified, or about to be, for the entire district, and, with this nucleus, a through service could be provided without stopping in Hull Roads to change pilot.

On June 1st 1988 the estuary provided a single turn list of pilots. Thus on that day the five turn lists distributed about the estuary were taken and made into one new list - administered from Spurn. It could be considered that at this point the three previously separate services were working as one. But it was not to be until a further four months had elapsed that they became totally extinct. At this stage, most certainly, the Goole and Trent services had been taken over, but it was not until October that the new co-operative of Spurn Pilots Limited came into existence.

Long may it prosper.

**The Present Day
Spurn Pilots Limited**

The three pilot services on the Humber Estuary during the spring 1988 had a striking difference. Humber men were available twenty four hours a day, Goole and Trent men could only be called upon to work during the few short hours across High Water.

The one hundred and thirty three Humber Pilots worked an area of over thirty miles. The majority resided in Hull, with the remainder working from Grimsby. They worked what was essentially a single turn list which, in November 1973, became shore based on Spurn Point. This establishment of a shore base curtailed their apprenticed manpower supply. The daily administration was undertaken by two pilots at Spurn.

The Trent service had risen to a strength of twenty five and penetrated over twenty

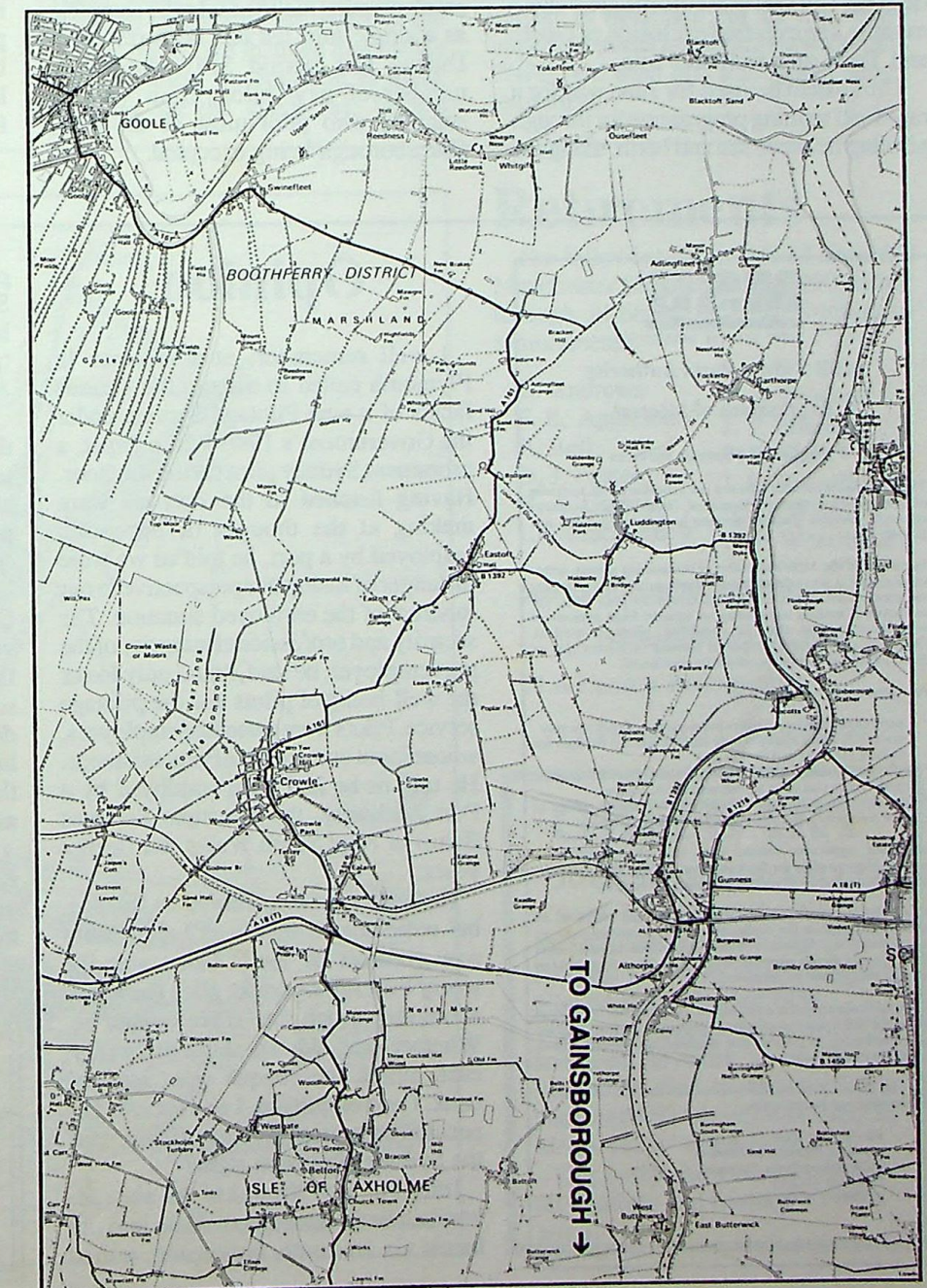
miles up the Trent to Gainsborough. When, in June 1981, traffic drove across the new Humber Bridge it made every pilots travelling better - particularly so for Humber and Trent men. All Trent pilots worked from Hull and their intake had always been direct from the Merchant Navy. Ships were administered by one pilot working from home.

Goole Pilots had declined from their maximum of thirty two to twenty four men. They serviced the area between Hull Roads and Howdendyke. Candidates required a Masters (FG). Certificate. Half the men worked from Goole and half from Hull. Pilots were put to ships by a clerk and the first man to work.

During the first five months of 1988 overall local control of pilotage lay, as previously, in the hands of the lawfully

constituted Pilotage Committee. This body published monthly details of finance, accidents, manpower strength and sickness. It provided hearings for disciplinary purposes and was the first instance of inquiry into accidents. As it had four elements, the ports, shipowners, Trinity House and the pilots, it provided a recourse when the pilots were in dispute with other port services or when one service was at odds with another.

In order to give each man his rotary turn each service had a separate set of working rules, changes to which required the Committee's approval. These rules and bye-laws were moved between the Trent pilots and Committee by their elected representative. For Goole it was by their representative and two Appointed pilots. For the Humber it was by their three representatives and the



Pilotage Operations Manager (POM). The POM was a Humber pilot and so his control over Goole and Trent pilots was for non-navigational matters.

Some of the Pilotage Committee's power had been handed down to the sub-committee, the Amalgamation Working Party. It was this Working Party which had decided that amalgamation of the three services had no financial impediment. During May 1988 the three groups of pilots undertook a third vote for steps continuing. Finally it was the May Pilotage Committee which permitted a single turn list of pilots on the estuary to begin on June 1st. The AWP had now done its work, the Pilotage Committee was in its death throes and the Goole and Trent services were now almost non-existent. From June the daily administration of the river was undertaken solely at Spurn, principally by original Humber pilots, with, after some months, the eventual exclusion of Goole and Trent men from this role.

The system devised for June was for a rapid self training programme for through piloting between sea and berth, using the

men already trained as a buffer pool. This proved untenable within twenty four hours and two separate turn lists, (one for the lower river, and one between the sea and above New Holland, were created with men moving between them as the now planned training advanced.

By October 1988 the estuarial pilots formed a co-operative of Spurn Pilots Limited (SPL). SPL and Associated British Ports (ABP) were now the authority and sole arbiter upon matters affecting pilots locally. No other interested parties or constituents were included within the conclusion of amalgamation or the development between SPL and its CHA.

As the year turned towards 1989 all of the original Trent and Goole pilots were compelled to retrain - although several original Humber pilots were permitted to avoid training. By Spring of 1991 amalgamation may be said to be complete as a single turn list had been resumed. During this period SPL admitted a number of new pilots from various sources, who pilot most of the area, Gainsborough being excepted.

It is difficult to access whether amalgamation has been a success. The simultaneous transfer of sole authority resting with ABP clouds the issue. If published at all, statistical information from the CHA is not freely available. What is available are newspaper reports and the actions of freer agents. An area of some concern has been a rail bridge over Goole. The attrition rate in that vicinity has prompted wharfingers at Howdendyke to employ unlicensed pilots for that area rather than SPL.

The other side of the picture is that ships continue to get their cargoes to the ports. The influx of younger pilots is a positive element into the pilots organisation. As the changes wrought recede further into the past, so local piloting activities are merging more into their normal role of a quiet background service to shipping. One of the aims of the national government in reorganising pilotage was that everywhere ships would be piloted directly between sea and berth. Locally, I believe, it has taken two steps forward and one step back.

But at what cost?

Paul Hughes

Opinion

I well remember, at a seminar in Plymouth called to discuss the various facets of a new Pilotage Service under the Government's 1986 White Paper, a prominent Sydney pilot taking the floor. Having listened to the fuss we were making at the thought of becoming employed by a port, he told us we were in danger of losing our perspective in our mistrust of the employed situation. The security and professional integrity of the port employer, he said, could only foster the well-being of pilots and the pilotage service. Pilots were esteemed employees, whose input was vital to a Ports existence. He told us he had been employed by a Port Authority, the Maritime Services Board of New South Wales, for twenty years.

His views were received in silence, but remembered by me as I signed my new contract in 1988. Gone was the worry over falling trade, gone the worry about how much the 'share' would be. Whether one did ten ships or twenty, each month the cheque went into the bank. I was employed, I was secure. The pension expectations were rising. Had the Sydney pilot been right?

Imagine my thoughts as the advertisement featured here came into our hands via an astute, holidaying, retired

pilot. Where would this have left that Sydney pilot, happily now retired? More important, where does it leave us, 'protected' as we are by the 1987 Pilotage Act?

I do not pretend to know, although I do think that the Government official who told me he thought the Pilotage Act would allow for 'giant strides' to be made in pilotage, knew a thing or two. Those 'giant strides' could crush us all.

Never forget the majority the Government recently enjoyed when voting to eradicate some of man's best friends, certain dogs, perhaps deservedly so. Think how much easier it would be to deal with less emotive mammals, such as humans. As for pilot humans, seen within the port industry as the Pit Bulls of the maritime stage, well-the mind boggles.

I believe we should keep our Association firm and strong, electing our best representatives without regard to regional, or parochial, consideration.

Panosim

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.**

Profile Harry Frith OBE

The subject of our profile this quarter is well known to most longer serving pilot members of the UKPA(M).

Born in 1926, Harry Frith attended the North Manchester Grammar School before going to sea in 1942 as a Cadet with the Bank Line. At the end of the war, in 1945, Harry joined the Cunard Line and served with them, and on Ocean Weather ships, until 1948 when he joined the Manchester Pilotage Service as a Helmsman. He became a fully fledged pilot in 1954, serving as such until his retirement at the age of 65 in May 1991.

His work for pilots nationally began in 1959 when he was elected a member of his local committee and a member of the TGWU's Marine Pilotage Branch Committee, subsequently joining the UKPA(M)'s Section Committee on amalgamation. His important and valuable work has been as our representative on the Pilots National Pension

Fund Board. Joining the Board in 1971, he went on to become its Chairman in 1980, continuing as such until 1991. His calm, phlegmatic style and presentation, together with his profound knowledge of all things pertaining to pensions has led to the esteem in which all sides of the pilotage industry hold him.

A member of both SCOP and ACOP between 1973 and 1979, and a Pilotage Commissioner from 1979 until 1987, Harry Frith epitomizes the unselfish hard worker so badly needed in an Association such as ours.

Married with three children, Harry has managed to stay sane, and to learn to cope with all pilotage emergencies in the 30 or more years he has been involved in pilotage administration, although perhaps slightly scarred by those balmy nights spent with others in the 'bridal suite' of the Columbia Hotel!

Harry Frith was honoured for his services to pilotage by the award of the O.B.E. in 1988. We thanked him for his hard work then, we continue to thank him today for the major role he has



played in obtaining for us the vastly improved pension conditions within the PNPF. We wish him a long and happy retirement.

Retirements

The following Pilots retired from the Manchester Service during 1990, either through ill-health or being surplus to requirements:

- | | |
|-----------------|-----------------|
| G. Andrews | V. B. Pownall |
| F. K. Appleton | J. T. Pritchard |
| B. Bell | P. K. Ralli |
| D. J. Foster | J. E. Russell |
| R. A. Golsby | B. D. Wood |
| I. C. MacKinnon | P. F. Woodhead |

and the following in 1991:

J. Gannicliffe and H. Frith

PLA London Retirements:

J. Fraser and J. Edmondson

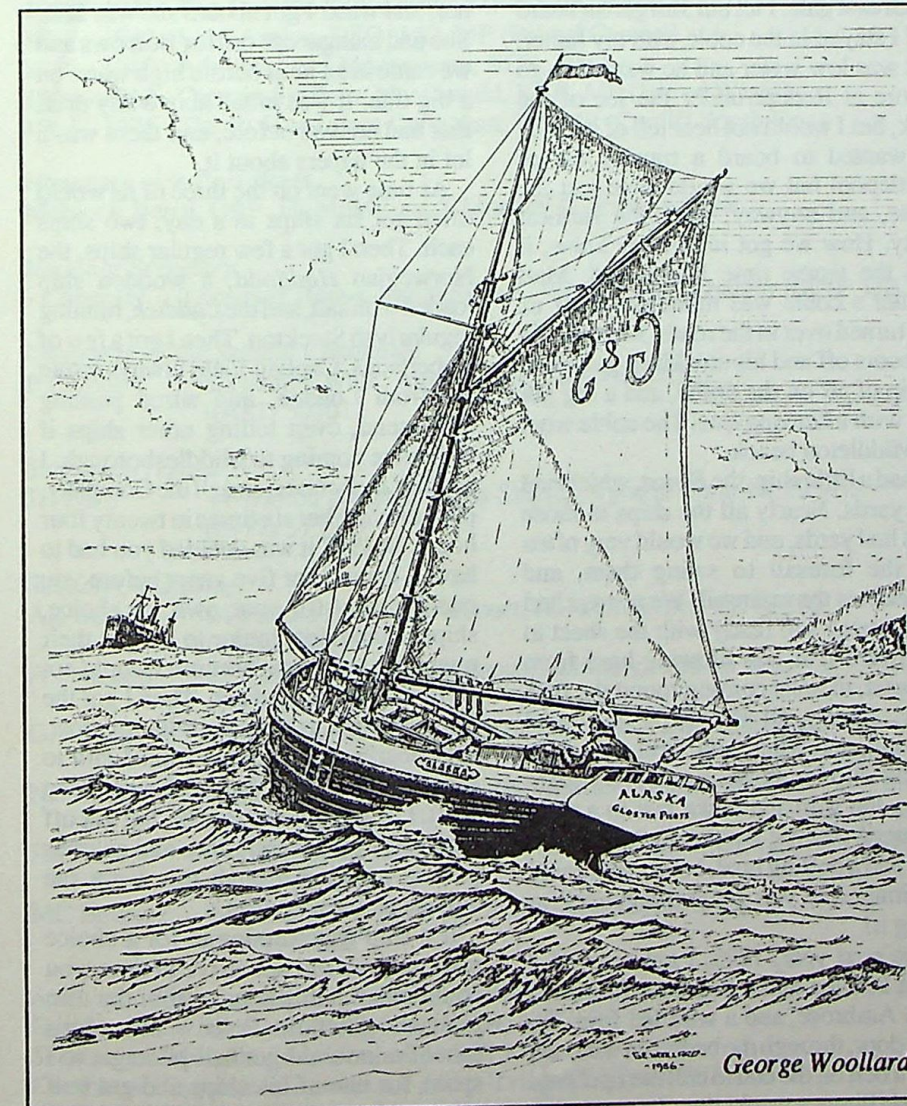
OBITUARY

JOHN STAFFORD MILLER

Born in 1926, John Stafford Miller joined the Trinity House Pilotage service as a River Thames pilot on the 18th May 1954.

He subsequently resigned in 1976 and went to work as a pilot in Libya. He died in March of this year, aged 65 whilst on holiday in Malta. He is buried in Valetta.

Our sympathies are extended to all relatives and friends.



George Woollard

LITHGO LIVES

The Diary of
William Scott Lithgo
Tees Pilot

The Young Pilot

When the pilotage was under Newcastle Trinity House there were two classes of pilots, sea pilots and river pilots. The sea pilots only took ships to Middlesborough and the river pilots from Middlesborough to Stockton. All foreign ships, whether they took a pilot or not, got a note from the pilots who collected the money for these notes at the Custom House monthly or quarterly. I understand some of the pilots did not know what these notes were for, and that those who did know collected all the notes and did very well out of them!

When the Tees Pilotage Commission took over the pilotage from the Trinity House in 1882, the sea pilots got licences from the sea to Stockton, and the river pilots to the sea. There was a pension fund, and the pilot had to collect his own dues and hand them in to the Pilot Master down against the dock. Old Trinity House pilots had to pay 6d for every ship to Middlesborough and 1/- to Stockton, whereas pilots licensed by the Tees had to pay a 1/- a ship to Middlesborough and 2/- to Stockton, plus 6d extra over 500 tons. Pilotage was 1/6d a foot to Middlesborough, plus a farthing a foot over 500 nrt, 2/- a foot round the bend to Newport, plus 1/2d a ton, and 3/- a foot and 1/2d per ton to Stockton. Choice pilotage for some Companies went on until the first World War.

In June 1894 five of us went up for our acting licences. We all passed, but had to go to see the doctor. I went to the doctor the next day and he told me to come back tomorrow. I told him I could not as I lived in Seaton, so he examined me and I passed. I took the certificate to James Harris, the pilot master, down by the dock clock. I went on to the corner and Jack Bulmer gave me a little Swedish ship, the *Fairy*, a wooden ship, to move from Newport to the dock. The next night I went to bring her out in the early morning, and I went to the boatmans' hut and met Bill Hood. He had come up with the *Ariel* to the dock head, and sunk the *Kisca* coming off Middlesborough owner's salt wharf below Normanby. Sam Hodgson came up with the *Kullen* to Bottle House buoys for Connalls. I spoke for her and got her out. When I came out with her on the Saturday I spoke for the *St. Fergus* for Bell's, and I got a little ship back to Gilkes, now

Wilson Peases, called the *Torquay*. Then I went back to Bell's and got the *St. Fergus* out on Monday morning.

When I got my licence I was number 44. The unwritten law was that the first pilot that spoke for a ship with a Hartlepool pilot aboard got her out. You could speak for them at sea and the Captain would tell you you could have the ship out, but because of the brokers favourites you never got them. It was a waste of time to go after them. But when Bill Guy, our Jim and myself came along we changed all that, we talked to the Superintendent on the train and said that, if we were good enough to take them in, we ought to be good enough to take them out when you could walk aboard. So we stuck out and got them.

Jim got a new coble, and we knew of the *Mary Lohden* passing over for Stockton. Jim was very keen to get her, so we went at midnight. It was calm and we rowed a long way out off Saltburn when she came, but the sea was growing fast and when she got to us Matt Hunter was already aboard. A little Swedish ship, the *Tyr* was coming astern, about 2 miles, but before she got to us it was a south east gale. I let our Jim get on board and I stayed in the coble with my father.

It was low water and he wanted to go ashore at Redcar under the lee of the rock, but I would not hear tell of it. Then he wanted to board a trawler out of Hartlepool but we would have lost the coble, and anyway, were the furthest away. How we got in nobody knew, it was the worse time I ever had. Matt Hunter's coble was miles ahead of us and turned over in the roads. Matt got his seaboots off and his stockings gave him a grip of tar on the drafts, and a tug got him with a heaving line. The coble went on Middleton beach.

I had a little ship, the *Ermst*, which had two yards. Nearly all the ships in those days had yards, and we would very often use the foresail to swing them, and sometimes the mainsail. We always had the forestay sail ready with the sheet to windward if it was blowing hard from the west, to hoist coming round the fifth buoy. Nearly all the ships had hand steering, and when you went up with a sailing ship for the dock you even had to swing the ship and make fast to a short tier until cleared by the Customs who only had a pulling boat, before you could continue. And you got nothing extra for doing it!

The next year, 1895, I got married. I had a kitchen and a bedroom furnished from Ambrose, and a wire led from the back door, through the bedroom window, with a bell on the end to call me up. I paid five shillings a week, then I got a house

with two rooms, in West View, for three shillings before I finally got a house in Charles Street for £8 a year. In 1896 we got new Bye-laws and were paid on gross tonnage. We paid 5% and 2 1/2% for collecting the dues, which the pilot master got. Captain Weston used to collect for him, which is how he got his licence, although he was over age. We fought against him, but they pleaded shortage of pilots.

We worked three handed, my father, my brother, and myself. I often got a ship by myself and towed the boat astern, slipping her at the barge. It was bad weather to the north east one night, when the *Samuel Tymack* came in burning blue lights, and I just got aboard in time to save her going back off the fifth buoy. She changed hands in Middlesborough to a Norwegian *Kjukan*. After I got my full licence I got a big full-rigged wooden ship called the *Kambira*. It was a strong sea and easterly wind. We pulled down to the north breakwater with a horse and went through the inner deep to the channel. A Shields tug came in to collect the pilot for her and said she was 26ft and we laughed at him. He towed me off to her, and when I got aboard she was 26ft. She had manganese ore for Bolcows and we came in an hour before high water on a big tide. It was much above any draft that had arrived before, and there was a lot in the papers about it.

As time went on the three of us would often get six ships in a day, two ships each. Then I got a few regular ships, the Norwegian *Haddodd*, a wooden ship loaded with salt, and the *Luddick*, running regularly to Stockton. Then I got a few of Robertsons. Captain Field always wrote me from London, and wired passing Gravesend, even telling other ships if they were coming to Middlesborough. I got the *Lindholmen*, and all the Company, once moving her six times in twenty four hours. In 1907 it was decided you had to have a licence for five years before you could go out for your own, or choice, ships. Nine pilots junior to me got their own work before me because I would not go to the Agents and ask. Then I got the Furness ships to meet up with my boat, they nearly always came from Leith to Bolcows and Tyne Tees and were deep draft. I nearly got stuck once, but got off with two tugs aft and ropes and engines pulling astern. Through this I got the new ships from Irvines.

If a ship was running in for a choice pilot and you did not arrive in time, you could claim half pilotage from the turn pilot who got it. Jim Fryer went out for a turn of mine and I got half pilotage, so I spoke for one of his ships and got half pilotage. Lister was trying to do me out

of one of my turns, so I spoke for one of his while he was waiting at the barge. He left me alone after that.

In 1907 I had my worst job ever, although I did 350 ships in the year, a record. I had the *Beechburn* from sea to Connalls, got the tide on the port bow and sank Connalls buoy. With two tugs, we turned, and let go one tug to go aft. We were down on the north side and he broke his rope and we went stern first into Cochranes. The *Aurrera* coming up

thought he could get past, but we had the river. He let go his anchor, but hit us and knocked two plates of the tug, we went over the No.6 buoy and touched the *Prudential*. I could not get her made fast, I had to go on and we just missed everything. Our bow overlapped a ship at Casebourne and the Billingham light, we pulled the tug ashore at Blue House, slipped, and dredged up on the anchor only an hour from the point. It was only the way we had that saved us.

THE PILOT

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LETTERS TO THE EDITOR

Dear Sir,

I read with interest IW Sterling's lucid description of the present pilotage situation at Southampton now that pilots are employees of Associated British Ports plc. instead of them being quasi-employees of Trinity House. In particular I was interested in the reservations he expressed as to the dangers inherent in the present system where it appears that an employee of ABP plc. has wide ranging statutory powers in disciplinary matters over a pilot who might have been involved in a mishap. My interest in this aspect of the modern pilot's working conditions is to be found in the irony of the situation; that pilots now are apparently in exactly the same position as those pilots who, under the guidance of Commander Cawley, founded the United Kingdom Pilots' Association just over one hundred years ago. Since this is something that might not be generally known, the essential facts are as follows.

Sometime in the 1880s a new dock was opened at Newport to rival Cardiff's existing facilities which dominated the local coal trade. It rivalled Cardiff because ships could sail from the dock on tides when, on the same draft they would have been neaped at Cardiff. Naturally this offended the business interests who dominated the Harbour Trust that licensed the Cardiff pilots. Eventually two Cardiff pilots were suspended for long periods because, having exercised their professional judgement, they refused to sail some vessels because of their draft and the existence of shoal water beyond the lock cill.

These suspensions and the affront to the Earl of Bute's dock system became very much a 'cause celebre' and all the pilots endeavoured to have what was plainly a great injustice corrected. The Board of Trade, in spite of the redoubtable Mr Plimsole's efforts on behalf of the pilots, claimed that they had no powers to act and, so far as I know, the injustice remained uncorrected. However the plus was that the pilots in the Bristol Channel established the United Kingdom Pilots' Association, helped at all times by Commander Cawley who had been a member of the Harbour Trust and, one assumes, was as incensed as the pilots at the arbitrary treatment inflicted upon the two unfortunate individuals - the sort of thing that Mr Stirling fears might well happen at the instance of an employee of ABP plc.

I think that his fears are well founded, it was something addressed by Lord

Denning when in 1949 he gave the inaugural prestigious Hamlyn lecture, 'Freedom Under the Law', and concluded his lecture with these words, when considering what could happen in the civil service, "... all power corrupts, total power corrupts absolutely - the trouble is that the official who is the possessor of power often does not realise that he is abusing it. Its influence is so insidious that he may believe that he is acting for the public good when, in truth, all he is doing is to assert his own brief authority. The Jack-in-office never realises that he is being a little tyrant".

I have quoted Lord Denning because there was an occasion in pilotage matters when civil servants 'asserted their brief authority in the belief that they were acting for the public good'. This occurred when improper use was made of the Harbours Act 1964 by a Labour government to make the parent of ABP plc, the BTDB., a pilotage authority at a major port in 1966. It was improper as the civil servants were eventually obliged to admit, when, after many assurances as to the legality of their action, they were obliged to admit in July 1981 that it was totally illegal. However I cannot believe that the modern pilot would have to suffer without access to redress, the injustices dealt out to the two unfortunate Cardiff pilots. I note that in the Pilot Act 1987 Parliament has retained the special status of pilots as defined in the MSA 1894 even though they might be employees of a CHA. In 1977 a simplified High Court System of judicial review was introduced and in the same year a Committee of Ministers of the Council of Europe adopted a resolution which sets out in great detail the principles which should be adhered to when "an administrative act is of such a nature as adversely to affect the rights, liberties or interests of a person concerned".

Plainly there is a need for the UKPA (Marine) to have available legal advice for the protection of members who might be suddenly faced with a completely arbitrary decision taken by a CHA in the circumstances envisaged by Mr Sterling. Yours faithfully

JD Evans, Retired Pilot

Dear Sir,

My old friend and colleague Bill Scott deserves our sympathy in his problems with the plethora of abbreviations that now beset us. After a mere eighteen months retirement I begin to share his problems.

Fear not Bill! Modern science has produced if not a solution to our problem then at least a means of making it more bearable. Most of us receive amongst the

rest of the junk mail, a number of catalogues from mail-order firms. These usually list, amongst the other adult toys, a device known as a 'spell checker'. In my experience these are nearly useless for their intended purpose, but provide a ready means of converting initials, abbreviations and proper names to a more palatable form.

Taking a few examples from the pages of the current 'Pilot' we find that PNP translates to Pneumatic. (Surely not a snide reference to an inflated surplus?) UKPA becomes Ukulele. Can you picture a certain past chairman of the Section Committee in George Formby mode? Whilst NCPA, (North Channels' Pilots' Association) defeats the micro chips entirely and they can only offer a selection of words between Nazi and Neanderthal.

It is with proper names however that this fearful intelligence reaches its full flowering. Do you recognise two outposts of the former London District in the ports of Rampage and Hagfish? Were the River Thames pilots really represented by that broad chested Did Mamillary? Would Trinity House have employed one Harlot Olive as their principal? Our confidence in our national organisation will be confirmed when we realise that its Section Committee includes such worthies as M. C. Backtrack and Jam Leafy. Miss Damning Condor should keep a beady eye on the minutes while John Coitally needs no introduction. Any lingering doubts must surely be put to rest when we find that the whole enterprise is presided over by The Lord Stretching and Monitorial.

In short Bill; cease to worry about what the abbreviations mean and consider what they might mean. It is far more rewarding. If you still need to be convinced that real intelligence is at work then I have to tell you that Bill Scott is rendered as Bill Scoot. The case rests.

Yours sincerely

DG James, Retired Pilot

Dear Sir,

Jan Lemon's Profile in the April edition of *The Pilot* made excellent reading and in printing her photograph you put a face to a name and there must be many of us willing to crew her 71ft ketch should the opportunity arise.

I enclose a short story which I wrote for the Rowbotham Group House Journal, April 1967 edition, which you can use if you find this suitable material. (see Coastlines)

Wishing you every success with *The Pilot*.

Yours sincerely

FW Finn
Retired Trent Pilot

PENSION NEWS

Board of Trustee Directors

Alan Vaughan retired as a Trustee of the Fund in May and Geoff Topp (recently appointed as an Alternate Trustee Director) has now been elected by the UKPA (M) to take his place. At Alan's last Board meeting his fellow Trustees expressed their gratitude for his long and much valued service with the PNP. Alan had been a Trustee of the Fund for 14 years and had been involved in pension matters, at both local and national levels, for many years.

Additional Voluntary Contribution Scheme

Unfortunately, a line was omitted from the section headed Additional Voluntary Contributions Scheme (AVC Scheme) in the last issue of *The Pilot*. The error occurred at the beginning of the fourth paragraph which should have started as follows:-

"The with-profits guaranteed bonuses alone for the year to October 1990 averaged 11% (substantially above the guaranteed return of 3.5%), but all of the unit-linked funds, with the exception of the money fund, showed negative results".

If you have not yet done so, please do not forget to write to us now if you wish to consider joining the AVC Scheme on 1st October 1991. Documentation has to be completed before the anniversary date, so don't delay!

Revised Rules and Explanatory Brochure

To the date of writing, we have not yet received the blessing of the Superannuation Funds Office of the Inland Revenue in connection with the uprating of pensionable earnings to take account of a proportion of contributions received from self-employed members of the Fund. We have not, therefore, issued revised Rules and Explanatory Brochure sheets reflecting the changes made to the benefits and contributions at the end of 1990, but we hope it will be possible to do so before the autumn.

Preserved Pension Benefits: MNOFP

We have recently discovered that the benefits shown on the annual benefit statements issued by the MNOFP to previous members of that arrangement might be greater than those which eventually become payable.

The reason is that the MNOFP have periodically applied substantial pension increases to both pensions in payment and to preserved pensions, and the increases have been added to each member's computerised record. However, when an ex-member claims payment of his preserved pension, the administrators of the MNOFP calculate the maximum pension permissible under Inland Revenue rules, based upon MNOFP service and final salary. If the result of this calculation is less than the member's original preserved pension, plus the periodic increases as shown on the annual statements, he will receive the lower Inland Revenue maximum pension. This point is actually mentioned in Note 7 on the MNOFP's Statement of Benefits which states:-

"MNOFP must comply with the maximum limits for pension laid down by the Inland Revenue. Any restriction to your benefits will be notified at retirement".

The significance of this statement might not be realised!!

We have been advised by an MNOFP official that any transfer values quoted by them are based upon the current level of the preserved pension held on computer records, i.e. the original preserved pension plus the periodic increases, and that the checks against Inland Revenue limits are not made at that stage. Therefore, any MNOFP preserved pensions which are transferred to the PNP represent the level of benefits shown on the latest annual benefit statement, excluding any Guaranteed Minimum Pension liability in the case of self-employed pilots.

Personal Financial Planning

Many pilots take the opportunity to exchange part of their pension entitlement for a tax-free cash sum upon retirement and in many cases the overall cash received, including AVC Scheme, is a significant amount, often over £40,000. We are frequently asked by retiring pilots for investment advice but regrettably, because of the Financial Services Act, we are unable to provide such advice. Obviously it is important to seek sound independent financial advice, not only at retirement, but also earlier, in order to plan ahead effectively. We could help to steer you in the right direction.

General

Just in case you read my profile in the last issue of *The Pilot*, I am sorry to say that I cannot take any bookings for the ketch in British Columbia because it does not belong to me - unfortunately!!!

Jan Lemon

The following is a list of retired pilots and pilot's widows who had subscribed £5 to defray expenses up to June 1991. Please accept your name as receipt of payment.

G Andrews	DC Griffey	JR Pascoe
JL Armstrong	DS Guinness	H Patience
DEH Aubrey	GH Guy	JT Peattie
B Austin	J Hall	RS Percy
GL Baker	DJ Harker	WAI Phillips
A Barker	ES Heron	JH Pickering
JE Begg	TD Hettle	HM Preece
B Bell	HM Hignett	HG Pringle
WH Benjamin	SC Hook	JTH Pritchard
R Bland	KC Herne	PK Ralli
PM Brown	JC Howell	EC Ramsey
IH Browning	CM Hughes	KS Renshaw
WR Bulmer	AW Ion	H Richards
PH Carden	RT Jaques	MT Richardson
GEW Carrigan	P Jolliffe	RD Richardson
JD Cartwell	RD Jones	JL Rigby
R CASHIN	RHR Jones	FR Rowden
JR Christmas	AL Kestin	BL Rowsell
JM Clarke	JT Keys	Mrs C Sandford
GA Connolly	T Kirkpatrick	FS Sisterson
J Coogans	B Knight	E Smith
Mrs K Cotton	WJ Knight	DLN Sparling
WF Craig	HG Lee	JS Steele
JC Dawson	RR Leighton	W Steele
SH Dickens	PL Leslie	FB Stewart
L Doddas	WD Lowrey	JE Stoker
WL Dunn	EJ Lund	RC Stone
RH Ellison	HF Lunn	Mrs S Swinburne
F Etherington	PG Marking	Mrs EBC Todd
CE Fenny	E Martin	J Towell
F Fletcher	HD McDougall	WA Tresidder
FJ Forsaith	CA McKeown	DF Twells
R Foulkes	D McLean	PGH Vanner
JJR Frankish	P Millard	AW Venn
H Frith	J Miller	JD Whadcoat
H Fryett	Mrs E Morgan	AC Wright
J Ganniccliffe	CD Morgan	WG Wilcox
PL Geddes	T Morgan	R Wilkinson
EG Gilling	E Marrant	P Wilks
RA Glover	ME Munro	DG Williams
R Goatley	JRK Neale	JA Williams
DR Godfrey	CA Nieuwenhuis	PFH Woodhead
RA Golsby	PJ O'Neill	BR Woodruff
DB Goswell	RW Owen	SC Woods
BJ Graham	Mrs LM Owen	R Yewdall
JC Grier	J Parry	RF Youde

EMPA

The following were the ten prizewinners in the EMPA Conference Raffle. A report on the Conference will appear in the next issue.

1st	Doulton tea set	I Scott, Harwich
2nd	Silver tray and decanter	R Williams, Harwich
3rd	Whisky decanter	F.D.P.A., Falmouth
4th	2 Brandy glasses	S Rae, Edinburgh
5th	Cap and tie	J Steele, Harwich
6th	Tie	A Boddy, Harwich
7th	Tie	H Probert, Ness S. Wirral
8th	Tie	K Lumpsey, Merseyside
9th	Cap	J Spall, Harwich
10th	Cap	B Youde, Parkgate, S Wirral

UKPA(M) Technical Committee

Lifejackets

Why is the most important item of a pilot's safety equipment - his own personal lifejacket - the most neglected and the least cared for?

- Neglected that is, in -
- its inspection
- its maintenance
- its correct wear

Is it because, pilots, when about to embark or disembark, are too concerned about the climb they face, the ship-handling ahead of them, or the strange flag they don't recognise on the stern?

Or is it because they have been pilots for so long, have climbed on and off so many ships, they no longer think of their safety, - or believing "it will never happen to them"?

Much has been talked about lifejackets in the past - at national, international, and here, at European level. A past Secretary of EMPA and former President of IMPA, Maurice Guicharrouse, in his excellent article on Survival at Sea - part of which was printed in the 1983 EMPA Journal - deals with life-saving garments that 'meet our needs', he listed:-

- manual or automatic inflation
- orange hood
- waist belt
- lifting harness
- retroreflective tapes
- whistle
- strobe light
- water activated light
- VHF beacon
- shark repellent

(being a Mediterranean pilot)

Such a life-saving garment may 'meet our needs', as Maurice Guicharrouse correctly suggests, BUT do we meet its care?

Pilots continue to have accidents when embarking and disembarking, and sadly still continue to lose their lives. No pilot can foresee an accident, and some pilot ladder and pilot hoist accidents may be beyond any pilot's control. Well within a pilot's control however is the correct wearing of his personal lifejacket, at all times. That is, the correct wearing of an 'approved' lifejacket, designed to turn and support the wearer, to float at the right attitude, with nose and mouth clear of the water, and with the trunk of the body inclined backwards.

A fatal accident can sometimes choose a warm summer's day to take place. The Marine Accident Investigation Bureau's investigation into the July 1990 death of the Jersey pilot whilst boarding the

British Channel Island ferry *Havelet*, recorded the weather as "fine, with a light wind, slight sea, no swell and clear visibility." But conversely it might be winter-time, dark and bad weather. It is too late to think about your best friend - your lifejacket - if YOU are the casualty, in the water, injured or maybe unconscious.

Let me ask you a series of questions?

- a) when boarding, do you always fasten your jacket correctly?
- b) when boarding, do you always fasten the waist belt tightly?
- c) do you know that, in the water, if you neglect (a) and (b), your lifejacket will not turn you over onto your back - and you could become a 'drowning statistic'.
- d) when did you last check the inflatable lungs for wear?
- e) if your lifejacket can only be manually inflated, do you partially inflate it before embarkation or disembarkation?
- f) if your lifejacket can be automatically inflated, when did you last look at the CO2 bottle, or renew the firing capsule?
- g) when did you last check the water activated light?
 - i) if it is the older type, have you pulled out the small plugs to make it operate automatically, should you be in the water?
 - ii) if it is the newer type, the battery can be checked at home. Have you done that?
 - iii) equally important - have you checked that the bulb was screwed in, and is working?
- h) have you checked the batteries of your strobe light, and if it is the new type, have you realised it is an automatic type and can be checked at home?
 - i) more important - have you checked the manufacturer's instructions? I may have missed something.
 - j) have you thought about the colour of your lifejacket?

More and more pilot services are using orange/yellow lifejackets. If your lifejacket is black, and easier to keep looking clean than one of a highly visible colouring - does it have an orange hood? And is the hood always pulled out? Once in the water, you will never pull out the hood. You will be cold, frightened, and once again, perhaps injured and even unconscious.

Paragraph 2.2 of the Technical Committee's Recommendations on Safety Equipment and Clothing for the Marine Pilot - UKPA(M) Circular no. 18/90 recommends that the pilot coat

should be red, yellow or of another highly visible colour.

In paragraph 6(n) of the British Standard Specification for lifejackets the lifejacket shall be yellow or orange in colour, and shall be conspicuous by day both when saturated with water and when dry.

In the Department of Transport's letter, dated 1st March 1991, to SeaSafe All-Weather Wear Ltd., one of the requirements for the Department to offer no objection to the SeaSafe coat being used as a dedicated purpose-designed coat for pilots when engaged in boarding and landing, is that the exterior material should be of a high visibility colour such as traffic yellow, international orange or a colour of equivalent conspicuity.

Trainee pilots and new entrants should be given instruction by the pilot service's safety officer in the lifejacket's correct inspection, maintenance and use. Though young and fit, they are the most vulnerable.

Remember to wear your lifejacket or pilot coat correctly.

Take care of your jacket, if you want it to take care of you.

C. M. Irving
Chairman UKPA(M) Technical Committee

GROUP PERSONAL ACCIDENT INSURANCE

Withdrawal of Cover

The above scheme, arranged through our Brokers Robinson, Clemmit, Chisem and Marshall, was withdrawn by underwriters from the 30th June due to our adverse claims record.

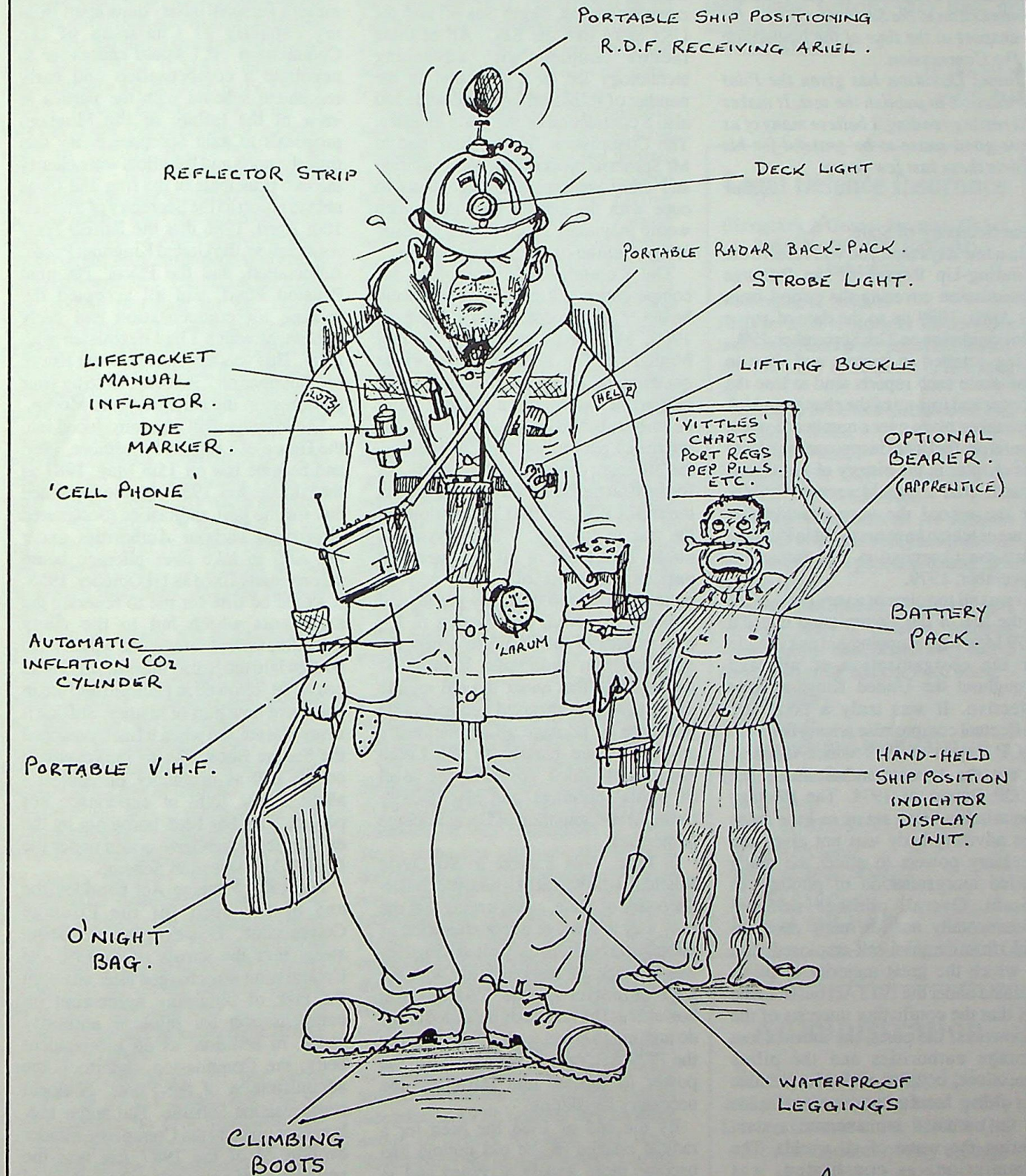
Given only 11 days notice, this has left many pilots without adequate insurance. To add insult to injury, RCCM promptly offered the same insurance cover for a similar premium to any individual pilot who requested it.

The Section Committee have reported RCCM to the Insurance Brokers Association for unacceptable behaviour. They have withdrawn any further business with RCCM and advise all pilots to act in like manner.

Any reputable Insurance Broker can arrange a pilot Personal Accident Insurance, usually at considerably less cost than the collapsed scheme.

The Section Committee regret the inconvenience caused and are investigating possible group cover for a future date. Meanwhile if you want Accident Insurance, go to your Broker.

YE COMPLEATE (for the time being) PILOT



grv.
-1990-

THE PILOTAGE COMMISSION

The following letter was sent by James Davidson, Chairman of the Pilotage Commission to the Secretary of State for Transport at the time of the liquidation of the Commission.

James Davidson has given the Pilot permission to publish the text. It makes interesting reading. I believe many of us have good cause to be grateful for his efforts these last few years

Editor

Dear Secretary of State,

In a few days time you will receive the Winding-Up Report of the Pilotage Commission covering the period from 1st April, 1989 up to the date of going into liquidation on 27th September, 1990. Being detailed in content and short in time-scale such reports tend to lose the flavour and impact of the changes which have taken place over a number of years. I therefore feel it not inappropriate before this chapter in the history of Pilotage is closed, that I should recount briefly for the record the very considerable changes which have occurred in Pilotage since the Commission was formed in November, 1979.

It was all too clear at a very early stage in the life of the Commission that the 1979 Merchant Shipping Act as a vehicle for the reorganisation of pilotage throughout the United Kingdom was defective. It was truly a poor and ineffectual compromise arising from the SCOP Report of 1977 which failed to accept the recommendations of the ACOP Report of 1974. The Pilotage Commission being set up as little more than advisory body was not given the necessary powers to effect the much needed reorganisation of pilotage in Britain. Overall pilotage suffered fundamentally not (as many chose to think) from the quasi-self-employed basis on which the great majority of pilots operated under the 1913 Act but from the fact that the conflicting interests of the shipowners, the ports, the independent pilotage authorities and the pilots themselves, coupled with the ultimate over-riding hand of government, made for an outdated bureaucratic system offering the worst of all worlds. The Commission, as constituted, was powerless to effect change in the face of this system and in 1982 informed the then Parliamentary Under-Secretary of State, Mr Iain Sproat, that the only feasible remedy and certainly the only one likely to be acceptable to the

Government of the day was to place responsibility for pilotage in the hands of the port authorities. Indeed this proposal made even more sense as time progressed due to the considerable changes in the pattern of international trading which resulted from containerisation, North Sea oil and the UKs entry into the EEC. All of these factors coupled with advancing technology led to a reduction in the number of ships trading world-wide and also a contraction of the ports industry. The Commission further submitted to Mr Sproat its proposal for compensation and early retirement arrangements to cope with the surplus of pilots which would inevitably result from a realistic reorganisation of the pilotage service.

The Commission's proposals for compensation and early retirement were however not accepted and in August, 1982, Mr Sproat appointed Samuel Montagu & Co. to examine the whole question of compensation and early retirement and submit a scheme. After considerable discussions with all interested parties and the Commission, the Montagu proposals were finally put forward on the basis of a draft Scheme at the end of 1983 and the Commission had the task in January, 1984 of trying to obtain agreement of all the interested parties. Regrettably this proved impossible, due to the many parties and interests involved, culminating in the total refusal of the GCBS to accept the compensation proposals. It must be remembered that under the old regime the shipowners exercised a considerable influence on pilotage affairs nationally as one of the parties to the Letch Agreement which governed the level of pilots' earnings and also locally through representation of Local Pilotage authorities.

In June, 1984 I wrote to Sir David Mitchell, who was at that time the Under-Secretary of State, again urging that the only way to achieve a reorganisation of pilotage throughout the United Kingdom was to place the responsibility with the port authorities. The Commission however as I have already indicated could do nothing to effect such a change under the 1979 Act; only Government had the power to initiate and introduce the necessary legislation.

By the end of 1984 the need for a radical change in the old regime had become more widely accepted and in consequence the Government in December, 1984, published a Green Paper on Pilotage Reorganisation as a discussion document. In line with that the responsibility for pilotage should be placed in the hands of the port authorities.

During the discussion process the need for compensation and early retirement arrangements inevitably emerged as one of the keys to the success of any reorganisation. Accordingly on 10th February, 1986 the then Secretary of State, the Rt. Hon. Nicholas Ridley, asked me on a personal basis - quite apart from my capacity as Chairman of the Commission - if I would endeavour to negotiate a compensation and early retirement scheme with the parties in view of the failure of the Montagu proposals to gain acceptance. By this time the ports and the pilots were clearly the two principals in the ring and I was able to report to the Secretary of State on 10th April, 1986 that the British Ports Association, the United Kingdom Pilots' Association, and the Pilots' National Pension Fund, had all accepted the scheme for compensation and early retirement which I had negotiated with them. This was announced to the House of Commons on 23rd May, 1986 by your predecessor, the Rt. Hon. John Moore.

The Pilotage Bill was introduced into the House of Lords in November, 1986 and became law on 15th May, 1987 as the Pilotage Act, 1987 with the appointed day for the port authorities (designated Competent harbour Authorities under the Act) to take over pilotage being subsequently fixed as 1st October, 1988. It would be trite for me to reiterate the arguments which led to the many amendments and safeguards which were written into the Bill as introduced. These can all be followed in Hansard and are in any event now part of history. Suffice it to say that the Act when it finally reached the Statute Book was an improvement on the Bill as originally introduced - albeit in the light of experience not perfect. This has been borne out by the difficulties which have arisen under the Pilots' Compensation Scheme.

The 1987 Pilotage Act heralded the end of the need for the Pilotage Commission. However before being swept into the annals of history, the Commission was charged inter alia with the task of obtaining agreement on compensation for pilotage authority staffs. In addition, as an independent body, the Commission undertook the administration of the Pilots' National Compensation Scheme. The major task however given to the Commission under Section 24 of the 1987 Act was the preparation of proposals, to be embodied by you in Schemes, for the reorganisation of all 77 active pilotage districts throughout the country. This involved the transfer of the relevant property, rights and liabilities (including in particular former staff) and also the arrangements

to be made as regards the transfer of staff of former pilotage authorities. In the case of the 39 Trinity House Districts it was necessary to identify and evaluate the many Trinity House Funds and physical assets, by way of property, boats and equipment with a view to the division of these assets (and also an apportionment of ultimate liabilities amongst the several port authorities [CHAs] assuming responsibility for pilotage in the former Trinity House Districts) as from 1st October, 1988. Furthermore the pilotage staff of Trinity House had to be safeguarded - not only those declared redundant as a result of the reorganisation but also former staff already on pension (a large number of whose pensions were wholly or partially unfunded), and future deferred pensioners. The cost of securing and funding pensions for the Trinity House pensioners amounted to some £1.9 million. The final distribution of the funds and assets of Trinity House in accordance with the Schemes, will require some port authorities to pay in to the Liquidation Fund to meet their share of the outstanding liabilities, whereas others will benefit from the Liquidation Fund by sums ranging from fairly small amounts to over £2 million in the case of the largest share. As at 31st May, 1990 there was approximately £2 million in the liquidation fund bank accounts earning interest.

As you are aware, the reorganisation of pilotage has been achieved at no cost to HM Government and hence no burden on the taxpayer. Compensation monies have been provided (and will continue to be until 30th September, 1991) by the ports (CHAs) and the early retirement costs are being met by the Pilots' National Pension Fund. It is to the credit of both sides that reorganisation went ahead with no Government financial support unlike the docks industry which required considerable financial aid from Government to enable the winding up of the Dock Labour Scheme. The use of a large part of the Pilots' Pension Fund actuarial surplus has inevitably delayed certain hopes for improvements in pension benefits and also a possible reduction in contribution level.

Having completed all the tasks assigned to it the Commission will go into liquidation on 27th September and hopefully the final accounting by the Liquidator of the Commission's assets can be speedily completed. All CHAs throughout the country will share in a distribution of the Commission's net assets.

It would be ungracious of me if at this juncture I did not pay tribute to the principal parties involved in making a

success of the reorganisation of pilotage, namely, the port authorities, the majority of whom assumed responsibility for pilotage for the first time, and the pilots themselves, who collectively and as individuals faced a traumatic change in their working ethos. The fact that on 1st October, 1988 the pilots entered the new era in a spirit of trust, co-operation and goodwill speaks volumes for their sense of duty as professional seamen.

Before concluding I feel duty bound to focus on one matter which loomed large throughout the discussions and debates on reorganisation and which will indeed always be with us. That is the conflict which can exist - and indeed on occasions cannot be avoided - between commercial pressures and safety of life and protection of the environment. This country's record with regard to safety and environmental protection has always stood high and I personally could never have been a party to promoting a change in the organisation of pilotage had I not been convinced that it would continue so to do. However we must recognise that under the old regime the pilot being a self-employed person probably felt in a stronger position to resist commercial pressure than he may do today as an employee. Whilst I have the fullest confidence in the ports of this country, they, and for that matter, the pilots also as their employees, must be constantly on guard to ensure that the high standards which have been maintained in the past are in no way eroded by the pressures of commercialism being allowed to outweigh the interests of safety of life and protection of the Environment.

While the end product in the shape of the present reorganisation under the 1987 Act was not envisaged when the Pilotage Commission was constituted in 1979, the Commission can leave the scene in the knowledge that without its consistent and positive input from 1982 in promoting the need for a total, and in those early days revolutionary, reorganisation under the Port Authorities, the old regime may yet be with us and reorganisation still no more than a continuing debate.

Finally, I would wish to record that I have been honoured to have been able to serve on the Commission from its inception in 1979, initially as a member under Dr Denis Rebbeck and since November, 1983 as its chairman. During my period of about 7 years as Chairman I have been well and ably served by a small staff and I have worked with a total of 16 Commissioners appointed from time to time, whose names are appended. Two of them, Capt Evans and Capt Mason were appointed with me when

the Commission was established in 1979 and have also served continuously for almost 11 years.

It has been a privilege to have worked with my fellow Commissioners and I have never at any time had other than their fullest support. They have my sincere gratitude.

Yours sincerely

JP Davidson
Chairman

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 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

Administration

Would all pilots, retired pilots and pilots' widows please notify Davina Conner at the UKPA (M) office in London of any change of address or of their circumstances, in order that we can be up to date with our mailing list and carry out any individual requests.

Coastlines

Cinque Ports Pilots Association

Having piloted in the Dover area for some 450 years, the old Cinque Ports Pilots, disbanded by government decree, decided they should not be forgotten.

The culmination of their efforts took place on Sunday 26th May when the Bishop of Dover dedicated a beautiful stained glass 'Pilots' Window' in St. Mary's Church, Dover. St. Mary's, known as the Pilots' Church owing to its exclusive Pilots Gallery when pilots on duty could slip quietly away to work, already holds windows commemorating the Zeebrugge Raid, Air Sea Rescue and the *Herald of Free Enterprise* disaster.

The well attended dedication service was followed by a buffet lunch at the Dover Town Hall, where anchors could be heard dropping in every corner of the room!

George Woollard Cartoons and Etchings.

Should anyone wish to obtain an A4 size copy of any of George Woollard's excellent work, these can be obtained by sending a cheque for £3, payable to J. D. Godden, at his home address.

£1 of this will be used for duplication, postage and packing, and £2 will be donated to the RNLI.

We thank George for this generous offer, his drawings are well worthy of reproduction.

What's in a name?

On a nice day in June, PLA River Pilot Peter Shorrocks boarded his Greek ship in the dock. As chivalrous as ever, the Greek 3rd Officer divested the pilot of his uniform jacket and carefully hung it up.

Before letting go, the pilot inquired if his name was required for the Log Book. "No, no," said the Officer, "I already have it".

Intrigued at his apparent notoriety, the pilot perused the Bridge Book. 'Pilot George Lock' boldly appeared.

"Where did you get that name from?" asked Peter.

"From your jacket" the observant Officer proudly announced.

Sure enough, on the inside jacket pocket was inscribed:-

"Exclusively made in England for George Lock, Dover."

I suppose Miller, Rayner and Haysom only work every third day!

Bad Language

Seen on a Japanese ship's bridge, these two notices would seem to emphasise the language difficulties multi-lingual crewed ships may face!

'Under fire breaking out at anchor in port repeat blow air horn or siren by method prolonged sound blow 5 times'

and under an electrical switch:-
'Caution don't withstand voltage and insulation resistance inspection'

I didn't touch it!

Parrot Fashion by Captain FW Finn

Johnny had been the Company's Pilot for many years. He was noted for the way in which he piloted ships through the rocky reefs and safely into harbour.

He put many younger pilots to shame. He would always manage to get on board whether in fog, mist, heavy rain, squalls, storm force 10 or come what may.

When Johnny was on board, I had the satisfaction of feeling safely home again. He was quite a character, but I never could become attached to the old green parrot, which always perched upon his shoulder. It was a vicious and irritable bird and squawked continuously into Johnny's ear. It was a calm day in July when I arrived off the Port again. I was not too pleased when a young pilot stepped on board. He apologised and explained that Johnny had locked himself inside his cottage, refusing to do any more work. When all fast alongside, I decided to call on him. Getting no reply to my knocking, I was surprised when the door opened by simply turning the knob.

I quietly entered the cottage. To my dismay I found Johnny with tears in his eyes, the old green parrot dead in his lap.

I removed the parrot, and tried to comfort Johnny, reminding him that he had a duty to perform as the best pilot in the port.

He stumbled across the small room and from the cupboard retrieved a white walking stick. Then he confessed to being totally blind for the past twenty years; the old green parrot had been his eyes, directing him in all his duties piloting.

Johnny still lives in the cottage and I visit him often. In addition to the old parrot which is now stuffed, he has a dozen live ones with which he works hard each day. One day he hopes to train one sufficiently to resume piloting again.

As he says:-
"Every man needs a bird to steer him through troubled waters".

Copy taken from 'April 1967 Edition
Rowbotham House Journal'

Short Story

THE WHOLE PICTURE?

by Trevor Calcott Walker

It was one of those pitch black, moonless nights. A silent drizzle restricted visibility to a couple of miles, the long oily swell a legacy of the week's bad weather.

The little ship approached the Fairway Buoy, rolling sluggishly as the swell ran along her side and out of the washports. Piled high on deck, level with her tiny wheelhouse, was the sawn timber deck cargo, secured by chain lashings and a criss cross of cargo runners. It was common for these Baltic timber ships to arrive with a ten or fifteen degree list, as their bunkers and fresh water became depleted, and the timber deck cargo became saturated with water. The *Finmark* was no exception as she wallowed in the swell.

As the pilot cutter ran alongside in the blackness, an Aldis lamp illuminated the top of the timber where a rough catwalk had been constructed to provide a safe access to the bows and the bridge. A mongrel dashed out of the wheelhouse door and danced on the top of the timber, barking loudly, the little ship's gunwhale, with the list, a bare two feet above the water.

"Don't worry about ze dog, he is harmless", a voice behind the light reassured me, as I stepped on board, keeping my feet dry from the flying spray.

I picked my way carefully over the chains and hausers, ducking between derricks and mast stays, the fresh, clean smell of sawn pine rising all around me. As I climbed over the bridge dodger, the little dog scampered back to its blanket lined box in the corner of the tiny wheelhouse.

The interior of the wheelhouse was in total darkness, barring a subdued light shining through a small slot in the brass binnacle for the helmsman's compass, and a dull orange glow from the area of the chart table.

"Where are you from, Captain?" I asked, the usual introduction. He was from Vassa in the Gulf of Bothnia.

"Could we have your customs lights on, please, and what is your draft?" I continued.

"Five and a half metres, pilot" he said, then, remembering he was in England, he added "eighteen feet".

"Eighteen feet, a ship of this size?" I queried.

It seemed she was an old Baltic sailing ship, only a hundred and sixty feet long,

but with a straight bar keel and a deep loaded draft. I had expected about ten or twelve feet draft and had to make unexpected calculations as to when I had the water to get alongside.

"Another thing, pilot, she's a bastard to steer since they put that diesel engine in, slow to turn because of the deep keel and no power coming astern. And she's left-handed", he added full of doom and gloom.

I smiled ruefully. It could be an interesting passage, considering I could hardly see where I was going. Never mind, it was flood tide, I could take it easy and wait for the water to make. I turned to the man at the wheel, who happened to be black, only the whites of his eyes and his toothy grin could be seen in the binnacles's glow. I steadied her on 220 degrees and thought about the left-handed propeller and how it would affect the ship handling at the berth.

Frequent heavy rain squalls obliterated beacons and buoys, the little ship's lamentable lack of power became evident as we floated up with the tide, a heavy, wallowing, sodden mass. She frequently ran off course, taking vicious lunges to one side or the other as the helmsman wrestled with the wheel. I spent my time madly dashing from each bridge wing in an effort to bypass the timber cargo and peer along the ship's sides.

The pantomime seemed to cause the Captain some amusement as he sat in an old armchair, lashed in the corner with the dog, watching a young pilot learning his trade.

"How much further?", he boomed, "I got to get ze crew out."

"Oh, about a mile or so", I replied, "and I think we'll swing her head to the quay as she's left-handed, but have the anchors ready".

The Captain shuffled off his seat, relieving the man at the wheel to call the crew. Vague figures appeared at each side of the wheelhouse, parcelled up against the cold. They picked their way over the dodgers and the sodden cargo to go forward. The rain streamed down the windows, somewhere ahead in the blackness lay the berth.

Soon I could pick out the floodlights of the Middlesborough Dock entrance, and I could just see the jib of the old crane silhouetted against the loom of light. The timber wharf was quite busy at the time, and was full of great towering stacks of sawn timber. Space was short,

timber was piled within inches of the face of the quay, leaving just enough room for the old steam crane to manoeuvre along its rails into the yard.

I stopped the engines, the Captain winding and clanking the controls in the dim light. There was an eerie silence, only a suck and gurgle of water. I strained to see ahead. How close were we? Too close? Not close enough? We hung in limbo. Teeth gritted, I ordered hard a port, half astern. The engine reawoke with a reassuring grumble as we eased astern. No lights on the quay as the bow began to swing across the tide. I told the Captain we might have to put a man ashore, it was not the first time the watchdog Alsatian had cornered the boatmen and rendered them inoperative.

"Don't worry, pilot, Yan will yomp ashore" we were told.

Good for Yan, I thought! I held my breath as the tide caught our stern and the bow swung perilously close to the quay.

"Full astern" I shouted, and the extra power rattled and shook the ship.

"Yomp, Yan", bellowed the Captain, and I thought, I'm not that close, what sort of yomper is Yan! I strained my eyes to see what was going on forward, and my ears to hear Yan's splash.

"How long is this ship Captain?" I asked again.

"A hundred and sixty five feet" was the reply, "not including the bowsprit, of course".

"Bowsprit - what bowsprit" I gasped.

"Ve haff a five and a half metre bowsprit", the Captain said, "You saw it ven you came aboard".

Twenty five feet more was sticking out ahead of us, no wonder Yan made no splash! I was within inches of knocking a couple of hundred ton of timber into the river along with the old crane.

Nobody said a thing. It was assumed the pilot's judgement had been exemplary. I adopted a casual attitude as the Captain signed my Bill.

Pity there was no audience, I thought, as I walked along the quay, to see how this fellow Walker handles ships. Perhaps, after all, it was better like this, considering the colour it turns him!

Sealink Discount Letters

These are still available with a stamped addressed envelope to the Editor.

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