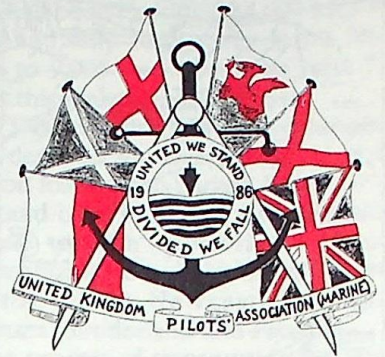


THE PILOT

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



Editorial

Subscriptions to *The Pilot* are steadily arriving. We hope for some four hundred retired pilots, widows and ancillary bodies to be receiving copies this year. A heartening addition to the UKPA(M)'s finances for which our thanks are forthcoming.

Yet still some pilots, often those more recently retired, fail to get their names added to our lists. The cause is difficult to address, the possible solution discussed under another heading within this issue. Being such a small profession we really must ensure that we do not lose touch with our ex-colleagues.

Pilot Boats and survival gear are important on-going subjects investigated and pronounced on by the UKPA(M) and its Technical Committee. Yet another, equally important means of boarding and landing a pilot has had no such exposure in the last ten years. The use of helicopters.

It fell to me, as Duty Pilot, many years back to organize the first boarding of a London pilot by helicopter. The result, photographed and published on the front page of *The Pilot*, showed a smiling pilot standing on the tanker's deck. Behind him the helicopter was also standing, literally, with its rotors stopped and its engines shut down!

This, in total contravention of the international rules for helicopter usage, shows the lack of knowledge inherent in many pilotage districts, and, I suspect, amongst many Competent Harbour Authorities. Few pilots, usually only those who have worked in the Gulf or with the RFA, have any experience of helicopter operations, fewer still regularly practise the routine.

There are ships afloat with a freeboard greater than 9 metres which, because of their overside configuration, cannot rig a usable accommodation ladder access. Only the helicopter will oblige. Your CHA may ask you to participate. You have to consider the small print in your insurance policies and your knowledge of helicopter practise.

I believe the UKPA(M) should ask the

Feature

The Port of Teignmouth

The entrance to the River Teign is 5 miles South West of Exmouth and 39 miles West of Portland Bill. It lies between the Ness on the South side, the 174 feet high pine clad red sandstone headland, and to the North, a low point known as The Den. Teignmouth Roads offers a safe and sheltered anchorage. As with other harbours along this coast, entry should not be attempted in southerly or easterly gales, or during very bad weather.

The town of Teignmouth is situated on the north side of the entrance and is connected with Shaldon on the opposite shore of the river by a bridge.

Within 16 miles of the towns lie the city of Exeter and the town of Newton Abbot, Torquay and Paignton, making a total population of over 200,000.

Owing to frequent shifting of the sandbanks the depths at the entrance are variable. The Bar has about three to seven feet of water at low water and about ten to seventeen feet at high water. The actual height depends upon weather conditions and the height of the tide, ie Spring or Neap tides. The Bar extends to almost abreast of the Den and dries in some places at low water. These depths are for the main shipping channel over the Bar which is marked by a system of buoys on both sides of the channel.

The main river channel takes a sharp right hand turn near The Point where about 39 feet of water will be found at mean high water at the narrowest point. From there to Shaldon Bridge the high

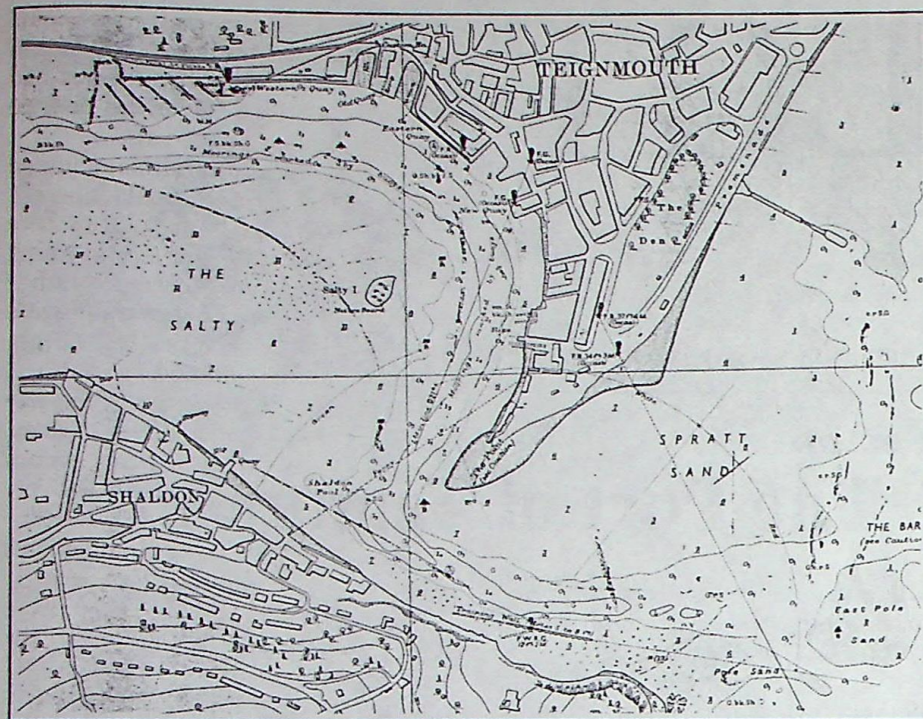
water depths vary from 20 to 29 feet, the deepest water being along the starboard side as far as the old Morgan Giles Yard, and from there in the centre of the channel. Between Shaldon Bridge and The Point a large expanse of shingle occupies two thirds of the estuary. Just above Shaldon Bridge there is about 14 feet, but a further 1800 feet along the river the channel is broken up by several banks which dry at low water. 300 feet or so off Ringmore at low water there is about four feet of water. Above Ringmore there is a channel right up past Coombe Cellars, having about seven to ten feet of water at high water and this depth of water should be found right up to the road bridge at Newton Abbot. The channel continues as far as the Stover Canal.

Technical Committee to investigate and report back to its members as soon as possible. *The Pilot* could publish the results.

John Godden
140 Dover Rd, Sandwich, Kent. CT13 0DD
Tel 0304 612752

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Spring Tides rise between 14 and 17 feet and Neaps reach about 11 feet. At Teignmouth high water is about 5 hours 5 minutes before Dover. Outside the Bar the high and low water occur about 25 minutes earlier. On the Bar the flood stream makes into the river about half an hour after low water by the shore and before the banks are covered the current flows at the rate of $\frac{3}{4}$ to $1\frac{1}{2}$ knots. As the tide rises its direction is over the Spratt Sands, which are just outside The Point. The stream has no great strength except near the Point, around which, from half tide to nearly high water, it sweeps at the rate of 4 to 5 knots, causing strong eddies near the beach on both sides. Inside the Point at half tide, the flood stream flows alongside the old Morgan Giles' Yard and also between Salty and the beach at Shaldon.

Similarly, the ebb tide depends upon the state of the tide and under normal circumstances its average rate would be from Shaldon Bridge to the moorings opposite Polly Steps about 5 knots slackening immediately after passing the Ness Headland, until over the Bar it is only 1 to 2 knots. On the Western shore below Shaldon there is a training wall, the centre of which is marked by a lighthouse (about 15 feet high) and there is about 4 to 8 feet of water at the outer side at high water.

Early Times

The Town of Teignmouth owes its existence to the production of salt - very important for the preservation of meat and fish - from the Salcombe pans up river at Bishopsteignton, and from the

pans along the banks of the river Tame, a tributary of the River Teign, which flowed down what is now Dawlish Road. One of the earliest records of the area is about 800 AD when the Danes raided Taintona as Bishopsteignton was then called, set the town on fire and murdered the governor.

In the Anglo Saxon Chronicle, there are many further references to incursion into Devon by the Danes between 800 and 1000 AD and in 1001, Pallig, a Danish mercenary hired by Aethelred to protect the coast, turned traitor and rejoined his countrymen - and the place was burned down again!

According to the Domesday survey, in 1085 Taintona was evidently an important place, having 900 inhabitants excluding women, children and salt workers. The ever growing national population at this time needed more and more salt and the pans on the banks of the Tame increased their production to cope with the extra demand.

The coastline at this time was very much as it is today, except that The Den was still a sandbank, cut off at high water by the Tame estuary.

At the time of Edward the First's accession to the throne in 1272, Teignmouth was continuing to grow as a port. This is evidenced by reference in the Originalia Rolls of 30, Edward the First of 1302 and later the same year one Peter de Donewich was appointed to induce various ports to send well armed ships and their crews to assist in the war against Scotland. Teignmouth and Dawlish sent one ship between them to help suppress the rebellion of Robert the Bruce.

In 1327 Edward III came to the throne and eleven years later the Hundred Years War began. By 1340 Teignmouth was feeling the repercussions of this war and the author Stow relates that French ships made an unsuccessful attack on the Isle of Wight, and sailed thence to the coast of Devonshire and coming to Teignmouth, set fire to the town and burnt it up!

There can have been little to burn, except for a few mud and lath homes and wooden storage buildings.

By 1347 the town had recovered from the French attack and in that year, according to Hakluyt's Voyages, Teignmouth sent seven ships and 120 men to besiege Calais, which capitulated after eleven months.

One of the most significant events in shaping the future of the town occurred in 1497-8, the discovery of Newfoundland by Cabot. No doubt the people of Teignmouth heard about this and thought the news to be of little interest at the time, but later the fishing grounds there proved to be of great importance, not only to Teignmouth but also to the whole of England and by 1740 there were 20 ships engaged in the Newfoundland waters fishing trade, all of which sailed to and from Teignmouth.

Leland, a chaplain of Henry VIII, was appointed King's Antiquary in 1533 and he set off on a tour of the country. In a description of his travels he says this of Teignmouth:

The very utter West point of land at the mouth of the Teign is called the Nesse and is very by, redcliffe ground. The Est point of the haven is caullis the Poles. This is low sandy ground either cast out by rage of wynd and water and this sand occupieth now a great quanttye of ground between Teignmouth where the ground mounteth and Teignmouth Haven.

In the sixteenth century fishing and fish trading were the mainstays of Teignmouth and the people grew a little more prosperous. Life was still hard - the men were away on the fishing grounds during the summer months and when the ships came home in the autumn, there would always be a few husbands, sons, and brothers claimed by the sea. The women worked all summer to grow crops and collect mussels to feed themselves and their families.

Some of the shipowners grew rich and their wives could afford to employ other women as servants in their homes. The rich wore fine gowns - but the poor went barefoot

The sandbanks in the estuary were certainly lower than they are today and probably provided no hindrance to navigation except during the neap tides.

The Tame estuary formed the boundary between East and West Teignmouth.

In 1625 King James died and in the same year the Teignmouth harbour was entered by the Flemish fleet, which was pursuing some local fishing boats.

Four boats from the Flemish ships came into the harbour, saying that they meant no harm. The Englishmen shot at them but were greeted with such a hail of shots that they had to go below decks.

About 150 Flemmings armed with muskets and swords came ashore and demanded that the mayor, or someone in authority, should investigate the English ships which they believed to be pirates. There were however no officials to be found (in my town nothing has changed much! Ed) and after lengthy discussions the Flemmings were told that the beacons had been fired and that 2000 men would be there within an hour. The visitors departed having done no harm.

In 1628 Teignmouth was reported to have neglected its sea walls and an order was made for the men of the town and the neighbouring parishes, to set to work without delay. Each Parish was responsible for a certain length of the sea wall and extended from the Point to what is now the Bella Vista Hotel.

In 1690 Teignmouth saw the most disastrous event in its history, excluding the Second World War - the sacking of the town by the French. Two years earlier, William the Third had landed at Brixham and had been established on the British Throne. James the Second had persuaded the French to help him recover the crown.

Admiral Tourville had thoroughly beaten the Dutch and the English in the Channel, but James was defeated at the Battle of the Boyne in Ireland and was forced to flee for his life. The French fleet, unable to follow up its victory sailed down the Channel and anchored in Torbay, where it lay for several days. Before they sailed, the French sailors descended on Teignmouth and laid it waste.

The French published this in their Gazette with great pomp, as if it had been a great trading town that had many ships with some men-of-war in port. This rendered them ridiculous and served to raise the hatred of the nation against them, for every town on the coast saw what they must expect if the French could prevail.

The 18th Century

A map dated 1769 shows that the Tame had two main channels at its mouth, one flowing out beside the Jolly Sailor Inn and the other emptying out into the Teign on the seaward side of the New Quay Inn. The land between these two channels, which was an island at high tide, and surrounded by swampy mud at low tide was called Rat Island. The New Quay was not built at this time and the Newfoundland fishermen sailed from what is known as the Old Quay. The tall sandstone building off Gales Hill was used as a mortuary and storage depot - storing the salted fish brought back from the Newfoundland fisheries.

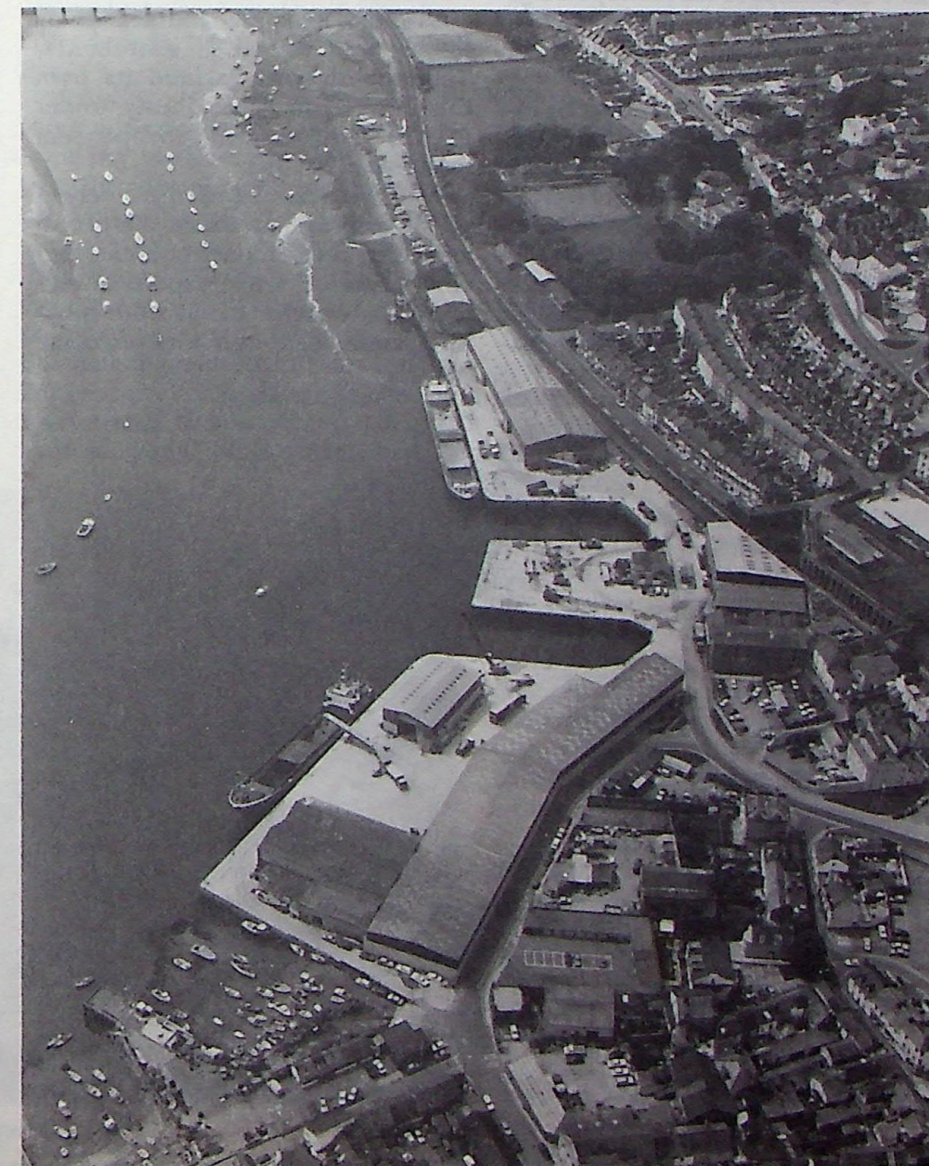
The second half of the Eighteenth century saw the beginning of the clay trade in Teignmouth. Up till about 1740 most of the white clays had been exported from Bideford, but then the trade became centred around Teignmouth and in this year 500 tons of clay was shipped from here, although until 1853 Teignmouth was still considered to be part of Exeter Port. The shipment

of clay grew rapidly and by 1765 2,381 tons had been exported - 4,069 tons in 1770 and only 10 years later this had risen to 9,995 tons. Over the next 50 years this figure doubled again.

By 1780, two-thirds of all clay shipped was destined for Liverpool, where it was off loaded into barges. From there it would be sent by the Grand Trunk Canal to the potteries. Other destinations from Teignmouth were Bristol, Hull, Newcastle, Leigh, Swansea, Sunderland and Preston.

The process of transporting the clay from the pits around Bovey Tracey, Kingsteignton and Newton Abbot (known as the Bovey Basin) was a very slow process.

The clay was cut into rough squares or balls, each weighing about 30 to 35 pounds (about 15 kgs). These were then taken by cart or pannier to the cellars of Hakney. Here the balls of clay were loaded into barges which plied up and down the navigable part of the River Teign. Each barge would load about 50 tons of clay and they were



propelled either by using the tide - or by means of a bargeman's pole which were up to 30 feet long!

When the barges arrived at Teignmouth, they were moored alongside the quay midstream, and the clay was loaded into waiting ships by men called lumpers, who speared each lump of clay and heaved it into the holds of ships with spiked spears and sticks.

In 1886, the Teignmouth Quay Company was formed as a Limited Company.

Work commenced in 1887 on building new quays and a slipway, after Board of Trade sanction was granted.

The result of this construction was a quay frontage extending from the mouth of the Tame Brook to about 1200 feet upstream to a slipway parallel with the railway lines. The frontage was broken in two places by docks either side of the old quay and the land behind was eventually levelled, and over the greater part of the area warehouses were constructed, bringing Quay Road into existence. Also the railway sidings were extended

Expansion of the port

In 1829 the New Quay was built by Mr George Templar, the proprietor of the Haytor Granite Works. It was constructed naturally enough of Haytor granite and its purpose was to ship the same material. The granite used to come down from Haytor on Dartmoor on a stone track railway, the remains of which can still be seen at various places

between Bovey and Haytor, leading to the Stover Canal. It was then loaded into barges and brought to the New Quay for loading into sea going vessels. Some of the granite was shipped to London to be used for the rebuilding of London Bridge.

In 1840 there were regular sailings to and from London by means of the vessels *Teign*, *Squid*, *Dispaich* and *William Thornborough*.

During 1846, 41 vessels entered Teignmouth from foreign parts, of which 22 were in ballast. In the next year this figure decreased to only 18 and in the following year just 17.

In about 1850 the shipbuilding trade was flourishing - there were two boat builders in Shaldon and on the Teignmouth side three shipyards were situated between the New Quay and the Point.

The Teignmouth yards were engaged in building schooners of 300 tons intended for the Mediterranean and East India trades. Even so the 57 ships which were registered at Teignmouth only totalled 3050 tons fully burthen.

Owing to petitions and actions by local traders and merchants, Teignmouth was granted its own Customs House (previously under Exeter) and it became independent from Exeter in 1852.

In 1853 the port handled a variety of goods; records show that 40,000 of coal and culm (a forerunner of anthracite) were imported, while exports of clay were in excess of 30,000 tons. Manganese, lead, iron and of course

granite were also being exported.

Today the predominant export from the Port of Teignmouth is still ball clay which is shipped to many destinations including the Baltic and the near Continent and many ports in the Mediterranean and the Adriatic Seas, as well the North Africa and the Near East.

A comprehensive range of commodities are traded through the port, trade rising from 77,980 tons in 1950 to 844,334 tons in 1990.

The Pilot's View

When you consider the port of Teignmouth, the spectacular Ness to the west and the mile of red sand to the east which so excites the young, the comments from the captain entering the port for the first time about the beauty of the sea and countryside, then one can appreciate that the Teignmouth pilots work in an enviable environment. Going to work around dawn on a clear summers day is pure pleasure. Down to the bottom of Ferry Lane, collect the oars and wellies from the hut, into the dinghy and out to the *Storm Siren*, an ex-Watson class 41 foot lifeboat, now over 60 years old. Once off the mooring it's either up to the quays to sail any ballasted ships, followed by the outward bound loaded ships, or, if none are sailing, then off to the Bar for the inward vessels.

There are four licensed pilots, working a system of 21 days on duty then 7 days off. The on duty days are mostly based on the four hours at each High Water. Ships can be taken in and out in ballast from four hours before HW to three hours after HW. There is no hard and fast ruling about ETA's and ETD's, we try to get the ships in and out as best suits them. We do not possess a Pilot Office, information about berthing, the ETA's etc., go through the Agent Pike Ward Ltd, a firm whose name dates back to the 16th century. They also happen to be Teignmouth Port Radio!

The quays are owned by Associated British Ports and each day the quay company foreman advises the Agent about berths. The Agent in turn issues a Position List which gives details about the ships, length, draught, berth allocated and ETA.

During the last four months, in keeping with the new directives on pilot boats, we have altered the manning to two men in the boat. To achieve this we have taken on an extra Man Friday who has shown great enthusiasm for the



The infamous Pole Sands Bar

work. He can drive the boat, wholeheartedly assists in the mooring and unmooring of ships and helps out at the Bar (Pole Sands Bar - non alcoholic! *Ed*) Our pilot boat is due for replacement this year, at controversially enormous expense, and when we get nearer to a desired system of 3 pilots on duty with 2 crew in the boat one can only speculate how this can be achieved.

The Bar, the shifting Pole Sands, is the controlling factor for port depths. Once over the Bar the estuary up to the docks is depth maintained by a small dredger, which either dumps the spoil at sea or fills in the old dock. From the estuary plan you can see that a bottle-neck is formed by the Point, which at times narrows the entrance to around 200

feet in width. Above Bar the estuary runs for some 4 miles to Newton Abbot, badly silted in places. The resultant strong ebb from one to three hours after HW does a lot to shape the area of the Bar.

Within two or three miles from the shore, approaching Teignmouth across Lyme Bay, we have depths of some 50 feet. This reduces to 35 feet when about half a mile off the land, and remains so until the Bar is encountered. With a High Water depth of about 15 feet over the Bar it is easy to imagine just what problems an easterly blow can cause. Combine this with Neap Tides and the Bar becomes confused, sand shifts and a substantial swell is created. Life gets interesting until things settle down!



The daily sounding trip

A lot can be written about the Bar, so innocent at High Water on a summer day, such a contrast when seen at Low Water; about the hazards, about the people who have died there and the ships which have stuck there for days. The pilots respect it and never relax.

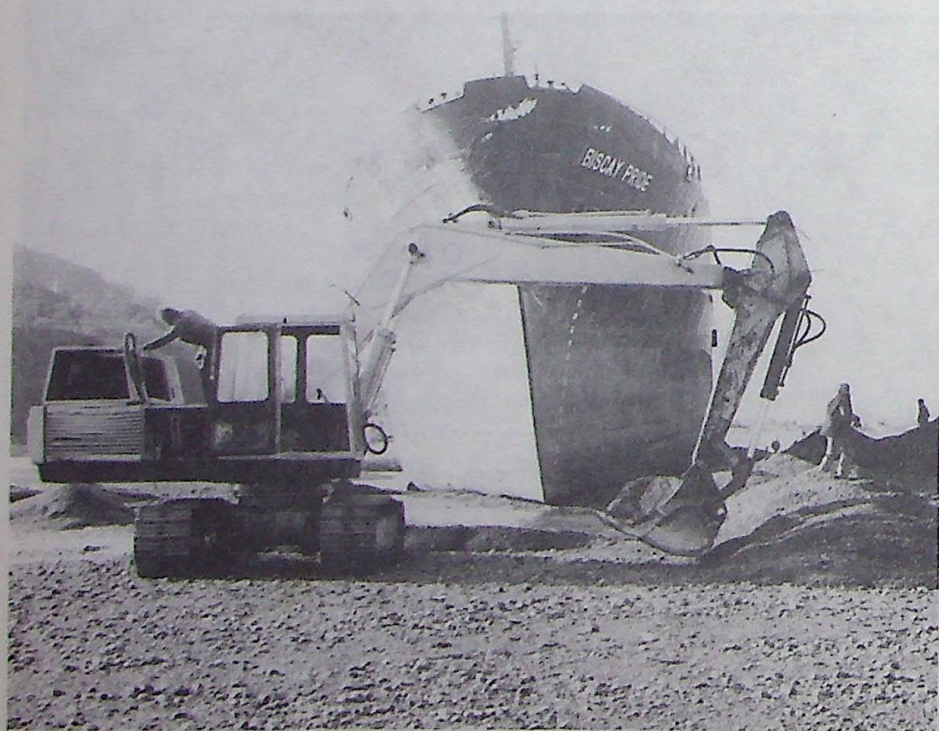
Having negotiated the Bar the pilot is faced with a 110 degree turn. Not too bad perhaps, many pilots have the same problem, but our ships are growing in length, up to 100 metres and this turn so soon after the Bar, increases the adrenalin flow in more than just the Master! After the turn life gets easier, just swing the ship and put it alongside one of the jetties or into the dock. The Port's intention is to have three 330 foot berths and the dock for two 75 metre ships.

Channel markings and buoyage are unique to Teignmouth. The pilots are responsible for sounding the channels and the Bar, soundings being carried out daily or even twice daily if in any doubt. At daylight the pilots will first view the area from the 120 foot Ness at Sholden, then put to sea with sounding poles to find the area of greatest depth, one hour before tidal movements would be possible. The pilots set the buoys, non-navigational markers constructed of red and white painted scaffold poles with T-topmarks, anchored with cement filled oil drums on 30 foot chains. The scaffold poles are held upright by 'blows', balloon collars around the poles 2 feet in diameter, Scandinavian style. Once set, the buoys, three in number, will usually mark the port edge of the inward sounded channel.

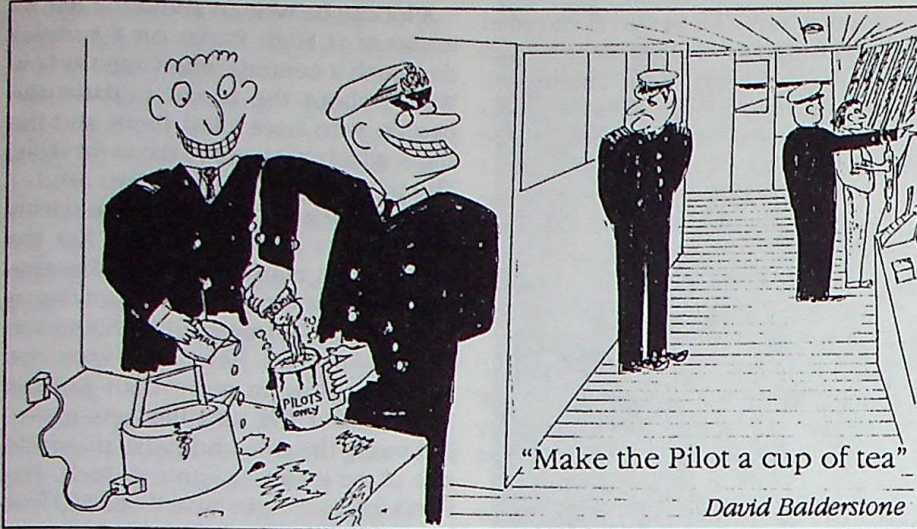
Although, along with most ports after the 1987 Pilotage Act, difficulty was experienced in deciding just who was to be the Competent Harbour Authority, it has now settled down and relationships between pilot and CHA are equable. Teignmouth is a small but very efficient port, strike free throughout it's history. Friendly relationships also exist between ship and Agent, Harbour Commissioners and Quay Company and the pilots with them all. In this lovely area pilots have always worked hard. It is to their lasting credit that their labours have gone a long way towards making Teignmouth the thriving commercial enterprise it is. Long may it continue.

*Jim Whittaker
Teignmouth Pilot.*

Acknowledgements and thanks to CD and ECG Griffiths, authors of "History of Teignmouth".



Pride comes before a fall!



David Balderstone

PENSION NEWS

The months certainly seem to fly by and it seems as if it were only yesterday when John Godden was reminding me about the Pensions News article for the last edition.

I am pleased to say that Deborah Marten has now returned to work after her horse riding accident in November. She still has to use her walking stick but it's a good thing that she doesn't have to climb ladders !!

AVCS Employed Pilots

Just a further reminder that you will be able to top up your AVCs in May and Deborah will send out details in early April.

AVCs Self Employed Pilots

In my last article I mentioned that we were still waiting for the Revenue to approve changes in the limits covering AVCs payable by self-employed pilots, and, surprise surprise, we are still waiting! If and when approval is given, we shall let you know, individually, and we hope to give you an opportunity to top up your contributions in mid year.

Improvement in Self-Employed Pilots' Pensionable Earnings.

We have, however, received approval for the changes in the calculation of pensionable earnings and have now updated all records on the magic box. Your latest benefit statement (as at 31st December 1991) includes the uplifted earnings and benefits have been based on the new final pensionable earnings figures at the end of 1991.

Ill Health Retirements

The Fund provides generous ill health

benefits for pilots who are forced to retire for health reasons. These benefits have been improved significantly since 1988 and we have recently introduced certain new procedure in all cases that are referred to the Secretariat.

Documentary medical evidence now accompanies each notification of an ill health retirement received from a Competent Harbour Authority and is referred to members of an appointed sub-committee of the Trustees for approval. In some cases the evidence will be referred to an independent medical practitioner for assessment and it is possible that the practitioner will examine the pilot concerned.

Once the pilot's retirement has been approved, we shall send full retirement details, plus relevant forms for completion. One of these documents will be an Application for Pension Form which will have to be completed by both the pilot and a medical practitioner (the pilot's GP, consultant or the CHA's medical practitioner, as appropriate). This latter requirement has always been in force for confirmation of permanent incapacity purposes.

All CHA's are aware of the new procedures and we have asked that they advise us of any ill health retirement cases at the earliest opportunity.

Annual Report & Accounts 1991

At the time of writing we are in the midst of producing the Fund's Annual Report and Accounts as at 31st December 1991 and the annual audit will take place in April. We aim to circulate the accounts to all members, including retired pilots, by July 1992.

Jan Lemon

Ongoing Early Retirement Scheme

As you are all aware, by Conference resolution the Executive has been charged with securing an ongoing early retirement scheme; and difficult negotiations have been taking place over the past year with the aim of securing that resolution.

At a meeting on Wednesday 4th March agreement in principle was reached on the formation of an ad-hoc temporary scheme.

This scheme will in fact make use of the £0.5m remaining from the £15m. The Ports will not agree with us to allocate any further sums until the outcome of the 1992 Valuation is known.

The scheme will in fact give lower benefits than were available under the old scheme, due to the fact that we must make the available funds stretch for the next 15 months or so.

Final details have not yet been worked out regarding the Guidelines for the Trustees to administer. When they have been agreed we will circulate them.

This is a step forward, and I hope that we can build on it and put in place a permanent scheme, thus helping both pilots and ports adjust their regimes if it becomes necessary.

PP Hames,
Chairman UKPA(M)

RETIREMENTS

Southampton

JA Pellow, took early retirement as a Southampton Pilot on the 1st September 1991 following heart surgery.

Tony was at sea with the Union Castle Line before joining the Southampton Harbour Board as Marine Officer in the Harbour Patrol Launch. He was licensed into the Isle of Wight Pilotage District on the 6th January 1960 and during his career was P&O Containers choice pilot for 19 years.

We take this opportunity of wishing Tony and his wife Kathy a long and happy retirement together and look forward to seeing them at social occasions in the future.

Port of London Authority.

The following pilots have recently retired from the PLA Pilotage.

G Ballinger	C Harfoot
B Cardy	CM Hughes
J Copp	P Moller

Technical Committee Report

The following paper to be reproduced in two parts in the April and July issues of The Pilot, was presented by Ian Stirling, Southampton Pilot and member of the UKPA(M) Technical Committee at the 1991 conference for The International Association for Sea Survival Training held at St. John's, Newfoundland.

IASST is an organisation with 60 subscribing members from 22 countries, holding annual members meetings and triennial international conferences. Members are usually training schools, research establishments, government departments and companies, who exchange knowledge and experience in training seamen, airmen and off-shore personnel to avoid or survive catastrophe at sea.

Ian Stirling is well qualified to represent the UKPA(M) having fortunately survived falling from a pilot ladder off the Isle of Wight in December 1985.

The first part, published below, concentrates on life factors to consider for a successful survival, the second part, to be published in July, will concern us with the practical application of our survival aids.

Introduction

This paper deals with the 'man overboard' situation from the standpoint of the victim in the water. It mentions the specific dangers he faces in the open sea at night in low temperatures and discusses the precautions he can take in advance of, or during the accident, to mitigate its effects.

The risks are those of injury, drowning, hypothermia, shock and fright. The precautions involve being mentally and physically prepared, properly dressed to maintain body heat, protected against injury while falling or being rescued and being supported in the water by a suitable life jacket.

Although the paper principally deals with the person in the water there is also a brief consideration of some points raised with regard to rescue methods as a result of specific problems.

Dying is not something of which anyone makes a habit. It is therefore incumbent upon us all to avoid doing so in a slipshod manner by ensuring that, if we must drown, we do so only after having undertaken all reasonable

precautions and can truly warrant the epitaph: 'He never stood a chance'.

This paper represents one seaman's attempt to turn a traumatic experience to some use by passing on to others both the lessons learned and the unsolved problems that linger.

Discussion

Survival is the primary urge of all life forms. This rule encompasses civilisations, species, commercial companies, macro-organisms like corals or yeasts as well as individuals.

There is another life factor which must be closely considered in connection with the promotion of survival which is unconnected with the primaeval urge. This is clinical shock.

Among humans the ability to survive life threatening situations varies considerably among different individuals or even societies faced with the same threat. Clearly, here lies a field for the psychologists to get their teeth into. The author used to sail with deck crews from the Outer Hebridean Isles. They were all fine seamen but when offered the opportunity to bathe from the accommodation ladder while at anchor in some idyllic harbour they would, to a man, reply that they could not swim. They were brought up as boys to combine working the small family farms or crofts with going to sea in the local fishing boats. The received wisdom in their community was that no man who went over the side or was shipwrecked in winter was ever saved; the sea was too cold, daylight too short, the seas too rough, the rocks too jagged and help too remote. But in summer? Who but a fool ever got into trouble in summer? The rationale was that it would be better to go quickly than to endure the misery of over thirty minutes chilling before sliding into oblivion. It was a self fulfilling tradition in a community with a high mortality rate from drowning. Doubtless, it will be lower these days as the sons of those seamen have now probably all been on the Offshore Survival Course at Aberdeen before serving on the supply boats and rigs. In any case, nowadays they farm their fish in the sheltered sea lochs and commute to the Scottish mainland by paraffin pigeon.

Death by drowning is still a major hazard even in these days of coast-guards with rescue helicopters. Those most at risk are probably children at play; not necessarily in salt water. The second ranking category to attract the attention of newspaper reports in countries like the UK, Canada and the USA are those who engage in leisure

boating in its various guises. Then we return to the fishermen who find it necessary to risk their lives in order to win a living from the sea. In particular, the inshore men seem to be most in danger of finding themselves over the side, presumably because of the unpredictability of coastal sea and wind conditions, smaller craft giving a less stable platform and more individual exposure to the elements. Furthermore, inshore fishermen tend to be less regulated than other professional seamen and have not been subjected to the rigorous safety training demanded in the offshore oil industry. However, the dangers inherent in working offshore still do manifest themselves on occasion in spite of all those Offshore Survival Certificates. Those who serve in conventional ships do not feature very prominently in drowning statistics in this era of satnavs, satcoms, safety equipment certificates and free-fall lifeboats. When they do it is generally attributable to a sudden and catastrophic destruction of the vessel. Pilots are a special case because their calling not only involves them in small craft as well as ships of all kinds but also in transferring between the two. While the latter operation is visibly hazardous the number of seamen engaged in the pilotage worldwide is a very small proportion of the whole. Their fatality rate of about one a year is therefore statistically insignificant. According to the records of the Royal Life Saving Society for the United Kingdom in 1984, 21% of drownings were known to have occurred among swimmers, 16% from boats, 4.5% were fishermen (ashore) and 21% were identified as children playing near water. That leaves 37.5% unspecified but one may assume that unrecorded causes would not wildly change the proportions.

The Threats

In order to survive accidental immersion a victim must overcome the following threats to life:-

Asphyxia. Resulting from the aspiration of liquid into the respiratory tract. The presence of incompressible liquid in the lungs causes the exchange of gases through the system to cease. That's drowning!

Secondary drowning. This refers to the situation where a victim succumbs after initial rescue due to the delayed effects of liquid aspiration on the lungs. It seems that this is more likely to occur after immersion in fresh water than salt because fresh water has a more deleterious dilution effect on the body's fluids and electrolytes.

Hypothermia. This is simply low temperature and is defined as a body core temperature lower than 35 degrees Celsius as measured through the rectum or by a thermistor in the ear. Its first sign is likely to be accompanied by vigorous shivering. There is a reduction in mental acuity and physical dexterity but this is unlikely to be sufficiently severe to destroy the ability for self help until the temperature has fallen below 34 degrees for some time. The International Dictionary of Medicine & Biology suggests that hypothermia is not important unless the temperature falls below 33 degrees but such a statement is really aimed at considering only the recovery of a victim in the hands of able bodied attendants. It is here suggested that anyone still in the water with their body core temperature down from 37 to 33 degrees is at serious risk from their inability to materially assist their rescuers. Individuals vary in their resistance to hypothermia. Women tend to fare better than men and fat men better than thin ones. In a sea temperature of 15 degrees a plump person could probably survive this factor almost indefinitely whereas a thin man might last an hour and small boy only 30 to 45 minutes. However, in the English Channel the March sea temperature is only 7 degrees and the prevalence of icebergs in the Labrador Current suggests winter temperatures below zero in the coastal waters of Newfoundland. This latter area is about to become of great concern with the imminent development of one of the world's biggest, most sophisticated and most expensive offshore oil fields.

Trauma. Any injury sustained prior to, or during immersion is likely to be life threatening even though the injury itself may be comparatively minor. As an example, the author suffered a

dislocation of the outer end joint of the right clavicle immediately before immersion. It may have been a bit painful but such an injury never killed anybody directly; it simply restricted his ability to use the right arm for self help. In less favourable circumstances this could have proved fatal. On the other hand bruising, or possibly slight fracturing, of the ribs was equally unpleasant but had no short term survival significance since there was no inhibition of movement of the limbs. Mind you, it's amazing what you can do with a dislocated shoulder when you're scared out of your wits!

Shock. May be defined as an acute circulatory failure where cardiac output is inadequate to operate the major organs normally. It comprises a failure of blood flow rather than pressure. However, low blood pressure (90mm Hg or less) is a corollary and it naturally follows that there is also a low volume pulse. Some of the usual medical signs of shock like sweating, pallor, or cold, clammy skin are pretty inappropriate when studying a soggy, bedraggled immersion victim. Shock has various possible causes but trauma is the most likely. It would be prudent to consider all cold water immersion victims to be suffering from shock whether showing obvious injuries or not. The first effects of shock are a reduction in blood flow to the visceral organs in order to conserve that to the brain, coronary muscles and skeletal muscles necessary for immediate survival. The secondary effects likely to be obvious to a bystander are mental apathy and confusion together with vasoconstriction which impedes bleeding from venous wounds. Hyperventilation is also likely to be observed. Presumably, the blood diverted to the brain is still insufficient to maintain full

mental acuity.

Fatigue. Is also a possible risk to survival but, except where the victim is not wearing a lifejacket, it is more likely to become an acute factor in warmer climes than in the North Atlantic area. Unless the victim is already fatigued before his accident hypothermia is liable to intervene first.

Fear. Presumably everybody who ends up in the sea in the vicinity of revolving propellers and remains conscious feels this. It is only when it leads to unreasoning panic that it threatens survival.

Precautions

It may sound trite but the best way of overcoming the dangers of immersion has to be to avoid falling in in the first place. Thus, safe working practices must be rigorously imposed by employers, adopted by employees and supervised by the statutory authorities. Money spent on safety equipment and training may not earn dividends but it is nevertheless a sound investment against the cost of compensation claims and down time for accident inquiries.

However, the object of this paper is to discuss survival from the inevitable but hopefully increasingly infrequent cases of accidental immersion which will continue to occur. The victims' survival will depend upon actions undertaken both by themselves and their rescuers. Much thought has been given to improving rescue techniques and the United Kingdom Pilots' Technical Subcommittee spends much of its time studying pilot boat recovery gear. Its deliberations include consultation with the Royal National Lifeboat Institution to pool ideas.

Part 1

Ian Stirling

UKPA (M) RULES

Annual Delegate Conference 1991 having approved an amendment to Rule 13 (Finance) to allow the financial year to end on December 31st, the Secretary/Treasurer will effect the change by means of a transitional period of eighteen months beginning 1st July 1991 and ending December 31st 1992. Thereafter the financial year will run for the twelve months ending 31st December.

The provisions in the above paragraph, where relevant, will supercede

those of Rule 13c until after December 31st 1992 when together with this paragraph it will be deleted and the following amendment to Rule 13c shall be made ie. Reference to 30th June shall be deleted and shall be replaced by 31st December.

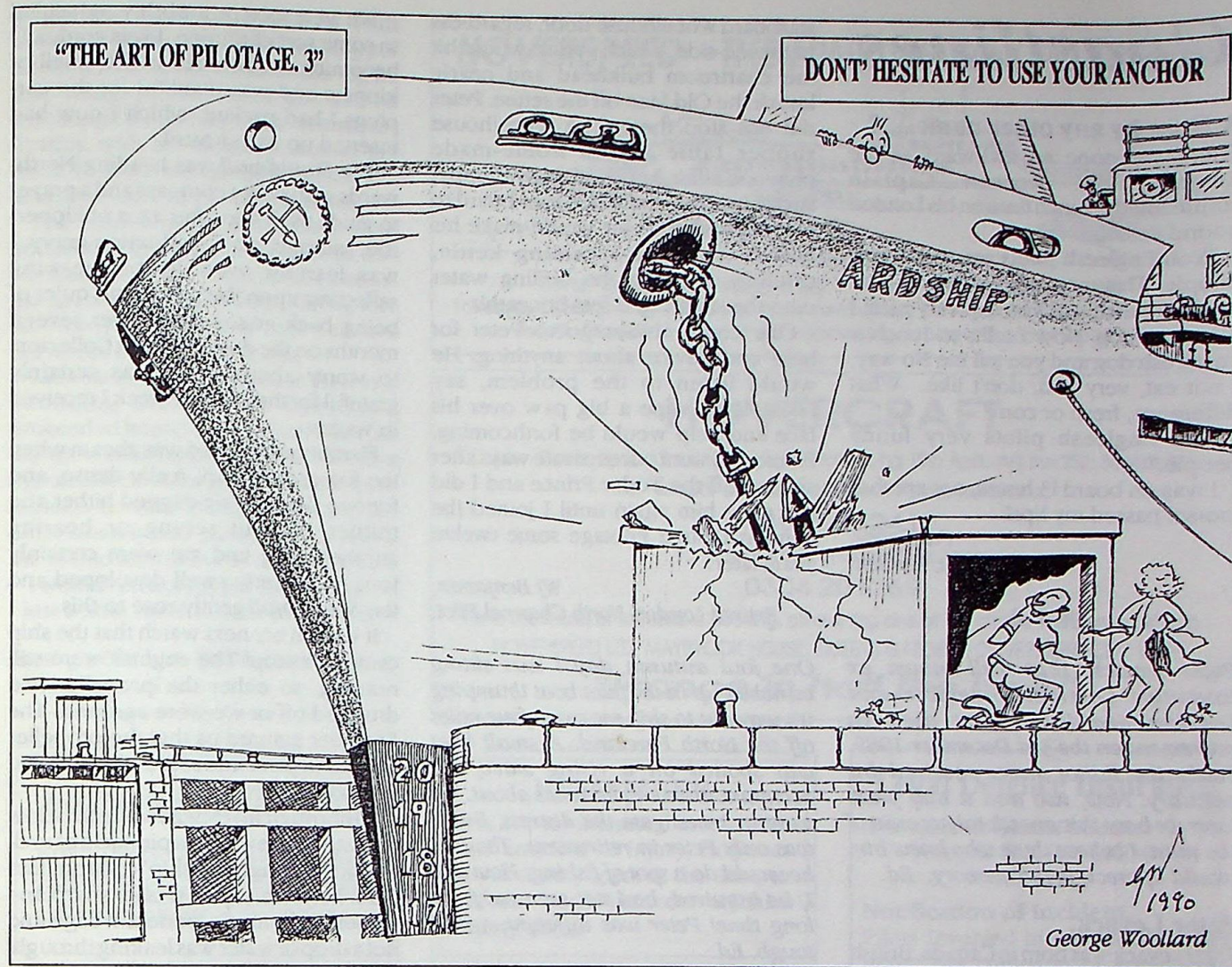
Unless subsequently found to be necessary, it is not intended to reprint the Rules in full until December 31st 1992 after which the complete change will have been effected. Until such time it is requested that this Circular shall be appended to and form a part of your copy of the Rules.

JH Burn,
Secretary/Treasurer.

PAMELA MASON

It is with deepest regret that we have to record the untimely death of Pamela Mason, wife of Captain Peter Mason CBE, Elder Brother of Trinity House.

Peter Mason, well-known to all ex Trinity House pilots retired only recently. The sincere condolences from the UKPA(M) and from pilots go out to him and his family on this sad occasion.



OPINION

In my own District there are many pilots, myself included, who are fast approaching retirement. In five to seven years many of the pre-1988 Pilotage Act pilots will be either retired or very near it. Other Districts must be in a similar position, the reduction in the retirement age from 65 to 60 some years ago will accelerate the percentage of retired pilots to working pilots. The present CHA requirement under the Pilotage Act for regular medical checks could mean others retiring early.

What happens when one retires? Surprisingly I really don't know. I would guess one's interest in things UKPA(M) is superseded by one's interest in things PNPf. Yet the one is the Trustee of the other. It is all important in our troubled financial climate, with Barlow Clowes and Maxwell in our minds, that pilots should be actively aware of what goes on from day to day in our various Pilotage Districts. Today's CHA decisions reflect on the health of our

tomorrow's Pension Fund and our ultimate financial security over the years.

To my knowledge many pilots on retirement simply fade from the scene. Some Districts have Old Boys associations, often based on the status quo before 1988, which hold luncheons, meetings or dinners with varying degrees of success. Few of these associations envisage any of the new pilots becoming members, they are dying institutions from day one. Other Districts encourage serving pilot's social contact, but I would guess few retired pilots are, or would chose to be, active members.

When the new pilot joins our service, the switched on Local UKPA(M) Secretary will present him with a colourful UKPA(M) Brochure containing a breakdown of all that the UKPA(M) can do for him. He is encouraged to join; to become one of us. We need him.

The retiring pilot gets nothing. He relies on our excellent Jan Lemon and her staff to enlighten him as to his future.

If they forget, or chose not to subscribe to *The Pilot*, nothing further from their profession of some 20 to 30 years will fall through their letterbox.

Is this good enough? If, like me, you think not, could we not persuade some of our recently retired pension pundits to produce a 'Leaving Brochure', in collaboration with the PNPf, to be distributed on retirement, both in the normal course of events and through ill-health. Should there not be a Retired Pilots Association, not to increase the workload of our hard working UKPA(M) Chairman, but separately organized and funded?

This could include *The Pilot* magazine, with an easily introduced Retired Pilots page.

If you have views on this subject, either for or against, or can suggest a way forward to suit the 1000 plus pilots who will eventually fall into this category, please write to *The Pilot*. The Editor has promised space will be made available as required.

Panosim

Coastlines

A Rose by any other name.....?

There are none so awkward as the English, the Korean Captain commented at lunch time on his London bound vessel.

"You Engleesh pilots are very funny people. This morning I give you corn dog sandwich and you say Very nice, I like corn dog. Now I tell you lunch is best fresh dog and you tell me No way, I not eat, very bad, don't like. What difference, fresh or corn?"

You Engleesh pilots very funny people."

I was on board 13 hours, not another morsel passed my lips!

Pat Goode.

PLA Pilot, London.

Peter Levack, that well-known ex Executive Committee member and London Sea Pilot West died in retirement on the 3rd December 1989. Sadly the Editor never received his obituary. Now, two and a half years later we have this anecdotal account of the man. I believe those who knew him would appreciate the memory. Ed.

Peter Levack.

Peter Levack was born in Canada, British Columbia and spent his childhood there. I am not sure when he came to this country, but he never lost his Canadian drawl. We first met in 1946, just after the war, when we joined the *Tudor Prince* in Smith's Dock, Middlesborough. He was Mate and I was 2nd Mate. We were on the Eastern Mediterranean trade, sailing mainly from Liverpool and Manchester. Peter was a first class seaman and shipmate but he had one failing. He was the most difficult man to get out of his bunk!

The stand-by AB would shake him progressively from 0315, all to no avail. I would not see Peter before 0430 at the earliest. Then I found a method that worked. On the starboard side of the boat deck, under the bridge, was a cowl vent, right above Peter's head. It served as the ventilation trunking for the accommodation, it also served to get Peter on the bridge as I would bang it continuously until he appeared!

The Old Man we then served under always slept on the chartroom settee if we were within 15 miles from land, which was most of the time on the Mediterranean trade, and this used to infuriate Peter. He would slam back the

starboard wheelhouse door, regardless of the lee-side, which in turn would hit the chartroom bulkhead and nearly knock the Old Man off the settee. Peter did not stop there. The wheelhouse supper table was a home-made plywood affair, knocked up by Chippy, stretching from the settee foot-board to the chart table. Peter would make his coffee from the steaming kettle, carefully dripping the boiling water onto the stockinged feet beneath!

One could always go to Peter for help and advice about anything. He would listen to the problem, say HMMMMM, wipe a big paw over his face and help would be forthcoming. Peter and I went our separate ways after signing off the *Tudor Prince* and I did not meet him again until I joined the London District Pilotage some twelve years later.

WJ Benjamin,

Retired London North Channel Pilot.

One foul autumn day I was sitting hunched up in the pilot boat thumping it's way out to ship me some four miles off the North Foreland. A small boat was spotted on a rising wave, the occupant throwing his arms about. We went to investigate the distress. But it was only Peter in retirement. Thought he would do a spot of fishing. How was I, he inquired, had not seen me for a long time! Peter was different... and tough. Ed.

A TASTE OF KIPPER by Captain F W Finn

Somewhere in the North Sea between Flamborough Head and Aberdeen lies the coaster *Soundmull*.

I am the sole survivor of the 13 man crew who had the misfortune to sail in her. She was not a very nice ship.

The *Soundmull* was a steamship built in 1903 for the kipper-trade, between Aberdeen and London, a trade which has since died out, due to complaints made by coastal residents who were able to smell the *Soundmull* from afar.

I joined the *Soundmull* in dry dock as 1st Mate one dismal February afternoon in 1938. The Surveyor had just given her another twelve months lease of life without even coming near the ship, seemingly he was allergic to kippers!

The Captain said very little, but hastily signed me on Articles in between feeding his five cats with kipper tit-bits. The rest of the crew I met as they staggered back from a dinner time session at the Jolly Roger.

We were soon on the briny and settled to some sort of routine. I was gradually becoming accustomed to the smell of kippers and was thankful for the ear-plugs I had packed, which I now had inserted up each nostril.

The *Soundmull* was heading Northwards with only a compass and a prayer to guide us. It was after a tea of kipper-roe, sausage, mash and onion gravy, I was leaning over the bridge-wing reflecting upon the peace and quiet of being back at sea again after several months on the dole. No Debt Collectors to worry about and I was certainly grateful for the 25/- per week I received in wages.

Flamborough Head was abeam when the fog came down, really dense, and for two days we zig-zagged hither and thither without seeing or hearing another thing and we were certainly lost. An Easterly swell developed and the *Soundmull* gently rose to this.

It was on my next watch that the ship came to a stop! The engines were still running, so either the propeller had dropped off or we were aground. The Engineer assured us that the propeller was still in place and a lead-cast revealed forty fathoms.

A thorough investigation in all below deck spaces revealed a pinnacle of rock sticking through the ship's bottom into No 2 hold. This rock was so sharp and smooth it formed a perfect wedge and not a drop of water was leaking through.

The days passed, the sea was calm and the dense fog still persisted. It was hard making conversation with the Captain, who was standing nearby with the cats purring about his feet. The silence was broken by a large eagle which appeared from nowhere and snatched at the Captain's favourite ginger tom-cat. The lifeboat and funnel stays had spoiled the eagle's aim and he did not get a proper grip, so the cat was able to free himself from the huge talons, but unfortunately fell into the sea and was slowly drifting away into the fog.

Without hesitation I launched the nearest lifebuoy and stripping to the waist I dived in after him.

Is soon came across the ginger-tom and settled him down on the lifebuoy, as I made to swim back to the *Soundmull* which, by this time, was completely lost in the fog. For several hours I swam and there was no answer to my cries for help. As darkness fell life's energy began to fail me, although the tom-cat seemed to be enjoying the situation, as he licked the salt from his paws. I must have fallen into a coma, I remember nothing more of my experience in the water.

I came round in a nice warm bunk on

board the homeward bound Hull trawler *Kingston Remedy*. The Skipper on the trawler told me that in the fog he had heard the cry of a cat and in following this he had come across me, floating with the lifebuoy around my waist. As there was no cat in sight he put down the cries to his imagination.

The *Soundmull* and her crew have not been heard from or seen since, she has disappeared without trace. I assume the gales which followed the fog tore her from the pinnacle of rock and sent her to the bottom of the sea.

After being safely landed in Hull and attending the Official Enquiry, I proceeded home. I have since taken an intense dislike for kippers, but I do have a great affection for ginger-toms. I have thirteen housed in my bed-sitter, but unfortunately the landlady has asked me to find alternative accommodation.

I would certainly appreciate any offers - just a little room for the cats and me!

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

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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

Fresh from our Science Correspondent

NEW ELEMENT DISCOVERED

The heaviest element known to science was recently discovered at the Watson Research Centre.

The element, tentatively named Administratium, had no protons or electrons and thus has an atomic number of zero. However, it does have one neutron, 125 assistant neutrons and 111 assistant vice-neutrons. This gives an atomic weight of 312. These 312 particles are held together in a nucleus by a force that involves the continuous exchange of meson-like particles called morons.

Administratium has a normal half-life of about three years, at which time it does not decay, but instead undergoes a reorganisation in which assistant neutrons and assistant vice-neutrons exchange places.

Some studies have already shown that atomic weight actually increases after each reorganisation.

Since it has no electrons, Administratium is inert. However, it can be detected chemically, as it impedes every reaction with which it comes into contact. According to the discoverers, a minute amount of Administratium occurs naturally and tends to concentrate at points such as government, large organisations and universities. Scientists point out that it is known to be toxic at any level of concentration and can easily destroy any productive reactions where it is allowed to accumulate. Attempts are being made to determine how Administratium can be controlled to prevent irreversible damage, but results are not promising.

OBITUARIES

in the sea and on rafts mostly due to attacks by sharks. Mike and another cadet survived on a liferaft.

After obtaining his second mates, Mike joined the City Line and left in 1956 to become a Clyde Pilot. He was choice pilot for the United States Lines and Hapag Lloyd and was awarded the Queens Coronation Medal in June 1953.

His wife Esther and their family still reside in Greenock.

Rex Alfred Neil Yuwdall

Born on the 20th January 1927, Rex Yuwdall went to sea in 1945 with Eagle Oil Tankers. After obtaining his 2nd Mates Certificate Rex joined the Manchester Pilot Service as an apprentice. He was licensed as a 2nd class pilot in 1956 and a 1st class pilot in 1959.

Rex Yuwdall, a much loved character of the Pilot Service, only enjoyed a short retirement. He took severance under the Pilotage Act 1988, before his untimely death at the end of 1991.

Rex, who leaves a wife and three daughters, will be sadly missed by family, friends and colleagues.

Geoffrey Gulson

Geoffrey Gulson, a retired Isle of Wight Pilot passed away on the 12th February 1992 at his home in Cheadle Hulme.

Born in September 1929 Geoff was with Royal Mail Lines before joining the Southampton Harbour Board at the end of 1958 on the patrol launch. In February 1960 he started tripping and was licensed by Trinity House on the 3rd May 1960.

During his career Geoff was choice pilot for Mitsui Lines and had a short period working abroad in Jeddah during the labour disputes of 1982. Unfortunately he had to retire early following major heart surgery in 1985.

His interests were many and varied. Being a keen caravanner he was Chairman of the Caravan Club on the Isle of Wight as well as being an officer in the local Sea Cadets. He was extremely knowledgeable about cinema organs being keenly sought after for advice from around the country and was always in the forefront of electronic gadgetry being the first Isle of Wight pilot to possess a hand held VHF set.

On moving to the mainland, Geoff became involved with the New Forest

Lions and through them acted as Nautical Advisor to the Solent Dolphin Trust and their vessel the *Allison McGregor* which is used for taking handicapped people on cruises along Southampton Water.

After retirement Geoff underwent further heart surgery and moved to Cheadle Hulme during 1991. To his wife Margaret and family we extend our deepest sympathy.



Malcolm Logie

It is with regret we have to report the death of retired Great Yarmouth Pilot Malcolm Logie on 25th November 1991 at the age of 68 after an illness bravely borne.

Malcolm, born a Geordie, started his seagoing career as a cadet on *HMS Conway* and served his apprenticeship with the British India Steamship Company. He then served with Ellerman Lines and finally Comben Longstaff. Malcolm was promoted to Master at the age of 28 and joined the Trinity House Pilotage Service in Great Yarmouth in 1955.

Malcolm will be remembered for his tireless enthusiasm for all things Pilotage in the District, his representation on the UKPA Executive and his membership of the Sub-Commissioners of Pilotage for the Yarmouth and Southwold District. His ebullient manner and his championing of the small ports cause was an object lesson in making sure that sheer weight of numbers was not everything in progressing things pilotage. He retired in November 1987.

He is sadly missed by his wife Margaret and his children Dianne, Paul and Caroline and his grandchildren.

LETTERS TO THE EDITOR

Dear Sir,

I would be grateful if I could correct a statement made in the January edition of *The Pilot*.

You printed that the ACAS Arbitration concerning Aberdeen had been concluded, this however is unfortunately incorrect. **It is true that the award by ACAS was in many ways satisfactory to the Aberdeen Pilots but since receiving the ACAS findings, our CHA has steadfastly refused to accept that there was an award and state that their legal advice is not to implement it.**

Mr. Hames is continuing to work very hard to sort this problem out and our thanks go to him.

I feel that I must warn other pilots not

to be complacent in thinking that ACAS is the immediate answer to their problems, especially if they have a CHA such as ours, who will try any tactic to reach the settlement that they alone see as fair.

The saying "United we stand, divided we fall" is well worth remembering with the way some CHA's operate.

PG Williams
(Aberdeen Pilot)

Dear Sir

I have just received the latest copy of *The Pilot*, for which many thanks for all your good work.

Since I have retired I have given a couple of talks on pilotage using district charts, but it would be much better if I had some slides of the ships, jetties, pilot boats etc. If anyone has some

slides that I could have copied I would be very grateful.

When we went our various ways in London after the takeover in 1988, I asked for and received, a copy of the print taken from the Illustrated London News showing the old Dungeness Cutter and the pilots on board. Since moving house, that print is one of the many things I cannot find!

If anyone has a spare copy I would be very pleased to buy it.

Ken Clow
Retired London Sea Pilot West.

If anyone can help Ken would they please contact him direct. Ed.

Dear Sir,

I will remain anonymous suffice to say I am also a retired Pilot (Sunk - in more ways than one!) with a flair and feeling for real history. I agree that a lot of the Port descriptions and articles are pretty good but could do better, as our teachers used to say.

There is beauty in the January Pilot, page 2 top of column 2. Enough to make Wellington and Nelson too, come back to haunt, as Marlborough would in 1810 and perhaps scare the Frogs out of Spain!

Have fun.

Anonymous.

(The Editor, who prides himself on his historical prowess, completely missed that one! Marlborough died in 1722)

Dear Sir

Your recent article in *The Pilot* was interesting. You may be aware of the following which has been taken from Eilert Ekwalls work

FAL Cornwall

The genuine Cornish form of the name is not clear. There is an old English form Faele used in the year 969, Cartularium Saxonum, edited by W de Gray Birch 1885-93 page 1231. This was still in use in 1049, Facsimilies of Anglo-Saxon Manuscripts, editor W B Sanders 1878-84, but had become Fale by about 1200, Gervase of Canterbury, Mappa Mundi, still remaining in use until 1401, Catalogue of Ancient Deeds, vol 4, 1890-1906. Its modern form had emerged by 1378 with many records in the Calendar of Patent Rolls. These are English modifications.

The lost place name Coysfala of 1378 looks like a genuine Cornish form. The

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Short Story

The Game

by Trevor Calcott Walker

The telephone bell shattered the silence of the darkened bedroom. I awoke with a start, my heart pounding. Dislodging the receiver. I struggled to orientate myself at the rude awakening. What fool can be ringing at this hour, I cursed to myself. But as every pilot knows, no calls at 2 am are ever wrong numbers. I was on duty and this was for me. An equally sleepy voice at the other end gave me the name of a small Scandinavian chemical tanker he wanted me to take to sea from the North Tees Storage Jetty at 0430.

I muttered an acknowledgement and swung my feet out of the warm bed. Gentle snores from the other side indicated the carefree and relaxed attitude of a spouse not heeding my response to the call of commerce. I dressed as quickly and quietly as possible, pulling on a white roll-neck sweater against the chill of the morning. Fumbling around in my thoughts whilst I made a cup of tea, I debated my plan of action. Transport is always the big problem for pilots, especially in the dead of night. Not only how to get there, but more important, how to get back!

I decided the best bet was to ring the all-night Watch House at the Breakwater. Perhaps one of my colleagues had a car to take up, or perhaps a ship was waiting to take my berth. The acts of 'car pilotage', as we call them, are often more involved than are the acts of ship pilotage themselves. It is not unusual to drive the ten or twelve miles between the South Gare Breakwater and Middlesbrough behind the wheels of four separate cars, dropping each car off at a predetermined spot, and picking up another. Ship pilotage is acknowledged as an art, car pilotage is a science!

This particular morning I was in luck. If I could get to the Breakwater within half an hour I would get a lift right round to the North Tees Jetty and at the same time leave my own car at the short station for the run back home. Great! The only snag being that I would arrive at the ship an hour or so earlier than ordered. Never mind, it was too good an offer to let pass. I gulped down the tea and dashed out of the house into the chill, black drizzle of the morning.

It was whilst I was driving through the deserted streets that I mulled over the name of the ship I had been given. It rang a bell. Surely one of my fellow

pilots had mentioned some rather odd goings on whilst the ship had been in the port on previous occasions. Apparently, as I remembered, the Master had been quite a gay dog, in the old fashioned sense, and liked entertaining ladies of the town. Who knows the mornings work could prove interesting.

The seafarers who man these small chemical tankers have an unenviable working life. In and out of port every day, loading and discharging dangerous and toxic products, then having to clean and dry tanks between cargoes, as well as going without sleep for days on end if they encounter bad weather. Often they arrive in port after a rough passage lasting several days, only to load for six or seven hours before going back to sea in the middle of the night, to be thrown around again whilst they try and grab some sleep. Little wonder it is difficult finding men to go to sea, the pay is only average and leave often uncertain. They deserve what little recreation they can get.

All this went through my mind as I hurried towards my meeting with my colleague, who was waiting with his motor running at the Pilot's Shore Station. A quick slamming of car doors, a muttered thanks, and we were off down the Breakwater road in the opposite direction. The car we were in belonged to a third pilot, at that moment berthing a big ship at the North Tees Jetty! That I was going to be an hour early did not bother me. We were used to delays. Disputes and discrepancies over the cargo are commonplace, and the ship's papers and manifest are often not forthcoming in time to sail promptly. I could sit on board in the warm and dry.

We arrived at the entrance to the security compound with not a soul to be seen. By now the black night had given way to an eerie orange glow as everywhere was bathed in the light of the overhead flares from the nearby refineries. A muffled roar emanated from the spaghetti of pipes and pressure tanks as I strolled across the gravel approach to the wharf. Right at the shoreward end of the jetty where the little tanker lay was an empty taxi. I glanced at my watch, it was just 3 am.

The little ship was black and deserted except for a solitary, forlorn figure standing at the manifold connection on the steel deck. He had that wet, cold,

miserable, three o'clock-in-the-morning look as he indicated the aluminium ladder that was propped against the wharf face from the pump room top. I climbed down carefully and entered the accommodation.

I was at once aware of something unusual. The surroundings were typically Scandinavian. Spotlessly clean, gleaming woodwork and neatly curtained windows with plant holders, trailing ivy and spider plants and polished floors with dirty deck shoes left outside on pieces of old towelling.

But there was something else. A subtle whiff of expensive perfume. I opened the door into the saloon. A figure half rose from where he had been lying on the settee. Cigarette smoke curled into the thick, scented air.

"Hello pilot, you're early. The Old Man's in his room, just there", he said, as he winked and indicated a room off the main saloon.

"Are you the Agent?" I asked, not able to recognize the face in the dim light.

"Hell, no pilot" he grinned, "I'm the taxi driver, just waiting to take my fare home".

He nodded again towards the tightly shut door.

I looked around. There were decks of cards and whisky glasses strewn over a gaming table, together with odd items of clothing, both male and female, and a carton of 200 American cigarettes with several packs missing. An expensive patent leather handbag lay open, with screwed up money stuffed in it like so much waste paper.

"What's going on", I asked, trying to sound as innocent as possible, "are they having a party?"

"No pilot, just the usual thing", the taxi driver replied, "Whenever our friend the Viking comes in he expects his girlfriend down by taxi. I drop her off and come back just before she sails. It's purely a business transaction."

"Is he a freak or something?" I asked, still unsure of the situation.

"Oh no", said the taxi driver, "he just gets his kicks out of playing strip poker with the prettiest girl he can find. This one's the third I can remember. In a way it's all quite innocent, all he seems to want is feminine company and a game of cards. From what I've heard he never lays a finger on them. They last six to eight months, then they get bored with it, and he finds another."

Curiouser and curiouser, I was becoming intrigued with this pure living, card playing, modern Viking! I did not have to wait long. At that moment the door suddenly opened and an imposing figure was silhouetted against the doorway before stepping into the saloon.

"Oh it's only you, pilot". The Captain spoke in matter of fact, toneless, Scandinavian English. "I thought I heard voices. We won't be long now, the cargo is about finished and then half an hour for the papers. Sit down. Would you like a drink, a coffee or something?"

All this was quite routine, I began to feel more at ease. One thing, however, did strike me as I sat down and gazed at the tall, blonde Swede, standing proudly before me stark naked. Most people play cards to win. Not this one, I thought, he only plays to lose.

I bet he always 'twists' at 20!

Chaqu'un à son goût.

DISCOUNT TRAVEL

We have a Hoverspeed 25% discount on their Dover/Calais, Dover/Boulogne and Folkestone/Boulogne Seacat and Hovercraft services. The same discount will be allowed on their new Stranraer/Belfast Seacat service when they commence in May.

Your Hoverspeed discount letter is available with a stamped addressed envelope to the Editor as before, but you must send your completed discount letter to Hoverspeed at least three weeks before you travel.

A travel authority will then be issued and you may pay on departure at Dover, Folkestone or Stranraer/Belfast.

Breath Testing for Drink or Drugs about Vessels

It has come to our notice that several pilots have been asked to undertake breath tests on boarding their vessels. We have therefore taken advice on this subject and make recommendations as follows:

There are no legal requirements for a pilot to undertake a breath test at the request of the ship's master, and he is quite entitled to refuse; and our advice is that he should not undertake a test, as by doing so he will, if there is a reading, place himself in a difficult position.

The pilot should make it known to the master that he considers himself fit in all respects to undertake his duties under the Pilotage Act 1987.

If the master insists on having another pilot, or continues to press the original pilot, the CHA's senior duty officer/manager should be informed and the problem placed in their hands. Subsequent pilots, if sent to the vessel, should also refuse to take breath tests.

A pilot cannot be made responsible for costs of delays or other charges, other than those outlined in Section 22(1) of the Act, and those are covered by our insurances.

Individual districts should take the matter up with their CHAs to ensure a proper procedure which should be followed in the event of a pilot being placed in the invidious position of being asked to undertake a breath test.

We should point out that if a pilot has an accident and a police officer believes that a criminal offence has taken place, then he can demand a breath test, and subsequent blood or urine test.

P P Hames
Chairman UKPA(M)

spelling of the second element of this disyllabic word may be due to an English scribe – the last vowel being silent.

Words beginning with F are rare in British languages except in loan words and river names beginning in F are rare in England. The only British word with which Fal may be compared is the Welsh ffalm meaning whirling. It is unknown whether this genuinely old word is of native origin. W Pryce in Archeologia Cornu-Britannica 1790 explains the name as the prince's river.

Fala river is found circa 1540, the Itinerary of John Leland, editor Lucy T Smith 1907; Falemuth in 1235 in the Calendar of Close Rolls; Vale on Saxtons map of 1576 and Camden, in Britannia, was recording Falemouthe by 1586.

I would really like to make an article for the magazine upon river names of the UK but am a bit wary on treading on peoples toes.

Paul Hughes
Spurn Pilot

Would be delighted publish such interesting material – regardless of toes! (Ed)

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(Current UKPA(M) members' subscription to The Pilot is included in their quarterly membership subscription).

Advertising space is offered at competitive rates. Please contact our London office or the editor direct for a quotation.

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Davina Connor, Secretary UKPA(M), Transport House, Smith Square, London SW1P 3JB. Telephone: 071-828 7788 Fax: 071-233 9065.

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If you know anyone who would like to be sent the magazine let Davina or myself know. J D Godden, Editor The Pilot, 140 Dover Road, Sandwich, Kent CT13 0DD. Telephone: 0304 612752.

United Kingdom Pilots' Association (Marine)

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