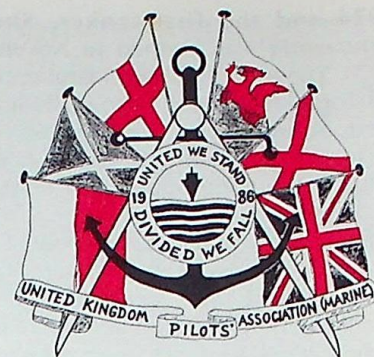


THE PILOT

OCTOBER 1992

No. 231

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



Editorial

The Editor's apologies for the late running of this magazine. Holidays and summer shortages on the production line causing unavoidable delays.

In November we have our Annual Conference, this year back to London and the sobering cost of London hotels. You will find all the details inside. Taking the minutes for the last two years, and counting the cost, makes me wonder if our Conference could not be restructured to occupy one day only. The pontificating pilots of the last decade, and I was an offender, have gone, reports can be fully circulated beforehand and Presidential addresses be given over a buffet lunch. More Districts could attend and costs cut dramatically making full use of domestic air transport.

Just an idea, then every four years we could go back to Edinburgh!

Breaking with my past practice of approaching a pilotage district for a Port Profile only a month before it is needed, could I ask ports if they would consider contributing to *The Pilot* well in advance. Waiting for the post only days before my production deadline does nothing for my composure, in more ways than one. To have the prepared articles on file would be a bonus. I am interested in the ports of Liverpool, Aberdeen, Shoreham, Great Yarmouth, the Clyde and the South Wales area. Could consenting scribes please telephone me for a chat. All who have participated have been amazed how interesting a project it becomes.

All other contributions and photographs are gratefully received, although I did have to turn down an offer of a photo which seemed to portray a pilot kissing his General Manager's toe. Regrettably our funds are limited!

John Godden

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Feature

The Shetland Islands Sullom Voe

History

In 1972 it was announced that North Sea oil would be pumped ashore to a terminal at Calback in Sullom Voe. Calback was an almost deserted piece of land with a small bay to the south called Garths Voe. The first documented evidence of a settlement at Calback, dated 1431, related to the management of pastures and shore rights and was written in the Norse language of the time. Possibly the first vessels to use Sullom Voe regularly, apart from Pictish fishing boats, would have been the Viking Long ships. They used to avoid the notorious Sumburgh Roost on their passage from Scandinavia to Papa Stour, an island on the west coast of Shetland, be beaching at the head of Sullom Voe and hauling their craft across a narrow strip of land called Mavis Grind; where you can stand in the North Sea and throw a stone into the Atlantic. From those early years until 1939 Sullom Voe was no different from any other Shetland deep water Voe, sparsely populated by small crofting communities seemingly based where landing from the sea could best be made. Before the present excellent network of roads, travel was more easily made by boat. The sea-borne traffic of

Yell sound would be the sixereens of the herring fleets and the Hanseatic traders who came to buy the herring.

In 1939 the RAF built a Spitfire runway at Scatsa and a flying-boat base at Sullom Voe. The runway at Scatsa now sees regular scheduled flights for the oil industry. The seaplane base was at Garths Voe which now has small jetties for fishing boats and pollution craft where previously the tenders for the Catalinas and Sunderlands were tied up between escort duties for the Murmansk convoys and anti-submarine patrols in the North Atlantic. At the end of hostilities in 1945 the RAF base was closed and Sullom Voe went back to its quiet existence. Until the summer of 1974.

The Transformation begins

On the 10th April 1974 the Zetland County Council Bill became an act of Parliament making the Shetland Islands Council the Port Authority for Sullom Voe and for much of the Shetland coast; this is a function not normally associated with local councils in Scotland although there are a number of ports in England, notably Bristol, where this does exist. Construction of the terminal began in

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1974 and the first tanker, Shell's *Donovania* was berthed in November 1978. The cost of Europe's largest crude oil storage terminal came to £1.3 billion. A compulsory Pilotage District was created giving the Shetland Islands Council, as Pilotage Authority, control of shipping within the area.

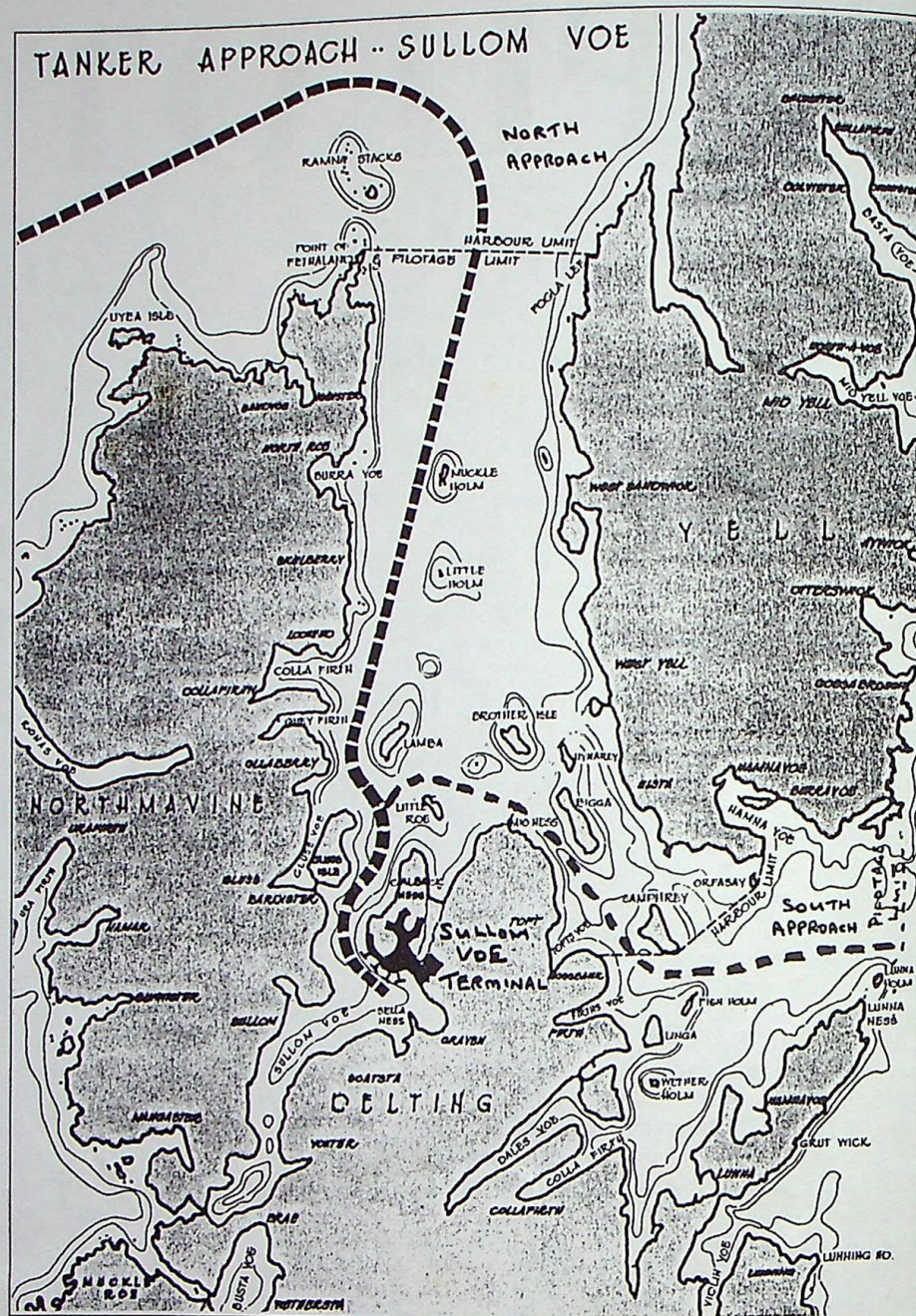
It was obvious with the amount of raw materials needed and the size of the prefabricated units necessary for the terminal, these commodities would have to be shipped straight to the work site. So in 1975 a Construction Jetty on the north east shore of Sullom Voe was built. The jetty was 328 feet by 67 feet, vessels being berthed on both sides and on occasions across the end. On one side of the jetty a ramp extended down into the sea and was used by small RoRo vessels. During the jetty's busiest period from 1976 until 1980 a maximum of 36 dockers and 2 foremen were employed to discharge 1,022,117 tonnes of cargo from 1,431 ships, working round the clock. With the exception of the *Rof Beaver* whose Captains obtained Pilotage Exemption certificates towards the end of the operation, all the vessels took Pilots.

With work started on the terminal at Calback and the area becoming the largest building site in Britain, work was going ahead at Sella Ness the headland on the south side of Garths Voe. This was the location for the Port Administration building, maintenance workshops and pollution equipment base. The tug jetty was also to be built there.

The towage company, Shetland Towage Ltd., was incorporated in February 1975. This was a joint venture between Shetland Islands Council and two other companies, Clyde Shipping Co. and Cory Ship Towage (Clyde) Ltd. The fleet of tugs consisted of three twin screw 3800 h.p. vessels each having a maximum ahead bollard pull of 55 tons. These tugs were fully equipped as fire fighting tugs having a pollution control capability. The tugs were built by Hall Russell and Company Ltd. of Aberdeen in 1978. In 1983 Ferguson Ailsa Ltd. of Port Glasgow build two additional tugs, Voith water tractors with twin 32G Voith units developing 4000 b.h.p. and giving a bollard pull of 45 tons. All the tugs are named after birds using the Shetland dialect. *Shalder* which is an Oyster Catcher, *Tirrick* an Artic Tern, *Stane-chakker* the Wheatear, *Lyrie* the Manx Shearwater and *Swaabie* which is the Blackbacked Gull.

The Terminal

The terminal with its storage tanks, gas plant and power station extends over most of Calback and Calbakness and along the north east shore of Garths Voe, on to the Hill of Garth and the area called Crooksetter. Calback was almost an



Reprinted from 'Shetland's Oil Era' by SIC's Research & Development Department.

Island, a long Voe called Orka Voe cutting in from the north shore and almost reaching Garths Voe. Before construction could begin thousands of tons of peat had to be cleared away to find a solid base to build on. This peat was dumped into Orka Voe cutting down its length by almost three quarters. Sixteen conventional floating-roof storage tanks were constructed each tank holding 80,000 tonnes of oil. To ship this oil out four jetties were constructed, the inner most jetty being number one. No. 1 jetty has a depth alongside of 16.9 metres minimum, with a single LPG insulated line and takes LPG carriers from 10,000 to 75,000 cubic metres capacity, transporting propane and butane. In addition to the two LPG loading arms, the jetty has four twelve inch crude loading arms. Crude oil carriers at jetty 1 are usually between 18,000 and 120,000 tons deadweight.

Jetties 2, 3, and 4 take crude oil carriers up to 350,000 tons deadweight. Larger vessels can be handled on jetties 2, 3 and 4 subject to individual consideration by the Harbour Master and Pilots. In March 1990 the *Chevron North America* of 412,611 tonnes SDWT berthed at J4 and in August 1992 the *Ust Pacific* of 404,500 tonnes SDWT berthed at J2.

All jetties have sixteen inch loading arms with a maximum loading rate of 5,000 metric tonnes per hour, except jetty 1 which has twelve inch loading arms and a maximum rate of 2,500 metric tonnes per hour. The minimum under-keel clearance at the jetties is one metre, and two metres elsewhere in the harbour. Each jetty is of the conventional 'T-shaped' construction with four breasting dolphins in line with the jetty head. The mooring dolphins are offset from the line of the breasting dolphins. There is a



maximum landing-on angle of 8° to the jetty face. Quick release mooring hooks are fitted on all mooring dolphins and quick release pulleys are fitted at both ends of jetties 2, 3 and 4. These pulleys are designed to take a mooring wire in the form of a bight. The fendering system consists of large tubular rubber fenders with a high energy-absorbing capacity and these are fitted to all breasting dolphins. The fire-fighting system on the jetties is two-fold, water alone and water or foam mixture. Monitors are positioned to provide a water curtain in the area of the jetty head and between the access tower and the manifold. A sprinkler system operates on the access tower.

Environmental Control

In the first months of operation at Sullom Voe an accident with a tanker resulted in a bunker tank being holed and an estimated 1,174 tonnes of bunker oil spilled into the harbour to be carried out of Sullom Voe into Yell Sound by the tide.

The end result of this accident was the setting up of one of the finest anti-pollution systems in any port in the world. Numerous visits have been made by officials from Valdez since the grounding of the *Exxon Valdez* in order to set up a similar operation in Alaska. Every vessel intent on loading a cargo at Sullom Voe must send to the Port Control a pre-arrival statement. This contains 24 items amongst which is the amount of clean and dirty ballast carried by the vessel and where it was loaded. Any vessel having less than 35% of its summer deadweight will not be allowed to berth.

At the Port Control there is a computer telelink service to Mardat. Mardat allows its users to key into a central data bank by telephone link and obtain information about tankers including their operational track record. Mardat uses Lloyds Intelligence Service as its basis which is

presently the best system available. In order to prevent oil being swept out of the harbour area and into Yell Sound, surveys of the direction of tidal flow were carried out and large spur booms were set at strategic points to collect and corral any oil spill from tankers alongside the berths at Sullom Voe. An Exclusion Zone has been set up around the Islands keeping all tanker traffic at a minimum distance of ten miles from the coast. Three good anchorage positions exist in Colgrave Sound, just to the north of the south east entrance to Yell Sound, and any tanker with a long wait for a berth can anchor there. It is most often used by Gas Tankers. The normal practice is for vessels to drift to the north west of the islands until called in to the Pilot Station. All waiting vessels are checked twice a day by the anti-pollution flight, which patrols the area of the Shetland coastline. The aircraft used is a MBB Bolkow 105 helicopter contracted from Bond Helicopters Ltd. The same aircraft being used to put pilots on board tankers when swell conditions

at the north of Yell Sound make boat work dangerous. A large pollution base was built on Sella Ness and the Oil industry provided sufficient dispersant, mobile booms, skimmers, sprayers etc. to cope with a 2,000 tonne oil spill.

Pilotage

From the 1st February 1978 a Compulsory Pilotage District was created and it became the statutory duty of the Shetland Islands Council as the Pilotage Authority to provide a pilotage service within the district. In conjunction with the council's powers as Harbour Authority, this gives it effective control of shipping within these waters for the purpose of safe navigation. As with many other ports some vessels are exempt from compulsory pilotage as specified in Section 7(3) of the 1987 Pilotage Act. The Appointed Day in 1988 had no effect on the pilots of Sullom Voe as they had always been employed.

The port employs 18 pilots, nine groups of two pilots putting six pilots on duty for



Large yellow buoys moor ends of pollution booms at selected sites to contain and corral oil.

twenty-four hours. Two pilots man the Port Control and harbour radar and radio, doing twelve hour shifts for their first four days on duty. At the end of their spell of Port Control they go to a four man continuous roster, where they remain for eight days. The two main watches change every four days so that two men leave the roster and ship handling, two men relieve them by moving from Port Control, and two men complete their time off and take over the Port Control duties. This gives a twelve days-on, twenty-four days-off, cycle and continues throughout the year. No additional holidays or annual leave are taken. There is no regular provision to cover for sickness though in cases of long term absence the position at Port Control has been covered by a suitably qualified person releasing the pilots from Port Control and on to the roster for pilotage duties.

After the trial berthings of the *Donovania*, pilotage started to jetty 2, the first jetty to be completed, whilst construction work continued on the other three jetties. During this time the tankers were arriving at the north end of Yell Sound to pick-up their pilot and the construction traffic was arriving at the south east entrance to Yell Sound to do likewise. It was the Port Controllers responsibility to appoint the pilot to the ship and to order the required number of tugs. Although the present system is not the one that was in operation in 1978, it is in effect much the same.

In 1981 the gas plant came into operation and it was decided that LPG tankers up to 200 metres in length could come in through the south east entrance. It then became necessary to extend the Pilotage District to east of Lunna Holm. This was done 1st February 1981. Tidal

surveys were done along the proposed route along with bottom surveys. Strengths of tides just under five knots were found and no unexpected problems with the bottom survey, although the strong tide rips, between the reefs and islands in the south east entrance, make for very interesting ship handling when rounding the southern tip of Samphrey and when crossing the route of the Yell ferry, which runs between Toft and Ulsta on Yell. It is not unusual to see the ferry being 45° to the course he is trying to make between the islands of Samphrey and Bigga.

The first shipment of LPG went out on the *Heros* in May 1982.

The main problem facing a pilot in Sullom Voe is the difficulty in predicting the weather. The Meteorological Office has an observatory at Sella Ness and they provide twelve hourly weather forecasts for the immediate area. Because of the northerly latitude, changes in the weather pattern can be both swift and dramatic. Berthing is usually suspended when the wind is regularly and consistently gusting over 30 knots. Should a vessel be caught by a sudden increase in wind strength when approaching the berth, as is often the case, the decision to carry on and berth lies with the pilot. Whether or not the vessel sails in foul weather depends more on whether or not the pilot can get off at the pilot station. Our pilotage service does not operate an overcarrying facility except if off-duty pilots are available.

The Authority has three boats for use at the port. The *Sullom Mareel* of 16.2 metres; *Sullom Spindrift* and the *Sullom Shoormal* of 19.8 metres. The service speed of the *Spindrift* and the *Shoormal* is 20 kts. The speed of the *Mareel* is 16 kts. The *Sullom Mareel* is used mainly for

pollution patrols along the jetties and in the harbour area at intervals not exceeding three hours. The other two launches are on Pilotage duties. The launches are manned by a Coxswain and two deck hands. A wind of almost any strength from NW through N to NE will soon generate a large swell in the narrow confines of Yell Sound. When the swell reaches a height that makes boat handling hazardous pilots are embarked and disembarked during daylight hours by the Bolkow helicopter. The trip north by boat to board a pilot off Ramna Stacks takes forty-five minutes depending on weather conditions. A berthing can take anything from two to three hours, depending mainly on the speed of the tie-up. A sailing generally not more than two hours.

Sullom Voe today

The number of oil tankers using the port went from 270 in 1979 to 423 in 1991 with a high point in 1984 and 1985 of 672 in both years. The total throughput of oil at the terminal went from 18,923,444 tonnes in 1979 to 35,840,213 tonnes in 1991 with a high in 1985 of 57,986,378 tonnes. Gas tankers started in 1982 with 55 rising to 124 in 1984, dropping back to 45 in 1991. The total throughput of gas, both propane and butane in 1982, was 593,390 tons rising to 1,536,259 tons in 1984. In 1991 the total gas production was 598,661 tons. Although Sullom Voe is known mainly for its oil, in 1990 262 tons of fish were landed at a value of £278,000. Other berths within the District are Collafirth Pier in Yell Sound and capable of taking cargo vessels of 1500 deadweight, Gaza Jetty in Sullom Voe built to export aggregates from nearby quarries.

The port of Sullom Voe was built as an oil terminal and so its future depends very much on the future of the oil industry in the area, and whether or not any future finds will be piped to the terminal.

Its recent past shows a port enterprise unparalleled in contemporary British maritime history with a pilot structure emulated by many ports since the 1987 Pilotage Act became law.

Donald McElveque
Sullom Voe Pilot

Acknowledgements

Information on early Calback from Dr Jonathan Wills and from his book, 'A Place in the Sun, Shetland and Oil'.

Other facts and figures from: 'Shetland in Statistics' published by Shetland Islands Council Development Department.

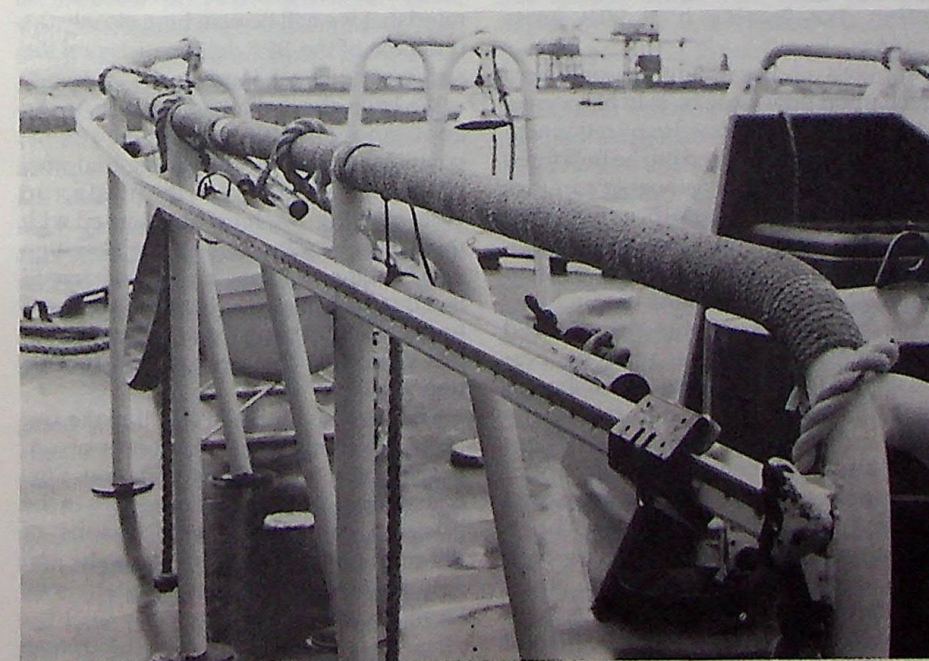


Technical Committee Report

Subsequent to the death of Jersey pilot Vizier, whilst boarding the Channel Islands ferry *Havelet* in July 1990, The Marine Accident Investigation Branch (MAIB) Inspector recommended in para. 5.1 of his report that the Department of Transport give further consideration to their policy on pilot boat manning in section 4.1 of the Pilot Boat Code of Practice (SI 1991/65), which resulted in the issuing, in January 1992 of MS Notice no. M1473 - Manning of Pilot Boats.

Of concern to both the MAIB and the Department of Transport is the safety of pilot boat deckhands whilst on deck, and this concern is reflected in MAIB recommendation 5.4, with the incorporation on pilot boats of a traveller system, to enable the deckhand to freely and safely work on deck without the fear of accidentally falling over the side. The Inspector indicates that such a traveller system would also render the deckhand 'free use of both hands', thus his 'value to the pilot is greatly enhanced'.

Since the MAIB report, the UKPA Technical Committee has met and discussed the merits of the traveller wire/rail systems with two manufacturers known to pilots and pilot boat operators. The benefits of the committee's liaison with the RNLI Research and development Manager, who has been involved with Latchway since 1981, meant two committee members Michael Barratt and Ian Stirling accompanied RNLI Research and Development Manager Stuart Welford to a demonstration in Calne of the function of Latchway Rotolatch and jackstay wire systems.



Following an approach to the committee by Faston, manufacturers of the Hadrian 'Pilot' Safety Rail System (shown below left) the Managing Director was invited to attend the committee's April 1992 meeting, when he demonstrated their track and harness traveller system.

Copies of reports and photographs of both Latchway, and the need for regular man-overboard retrieval exercises by pilot boat crews, is recognised and dealt with by the MAIB Inspector in paras 5.3 and 5.5 of the 'Havelet' report.

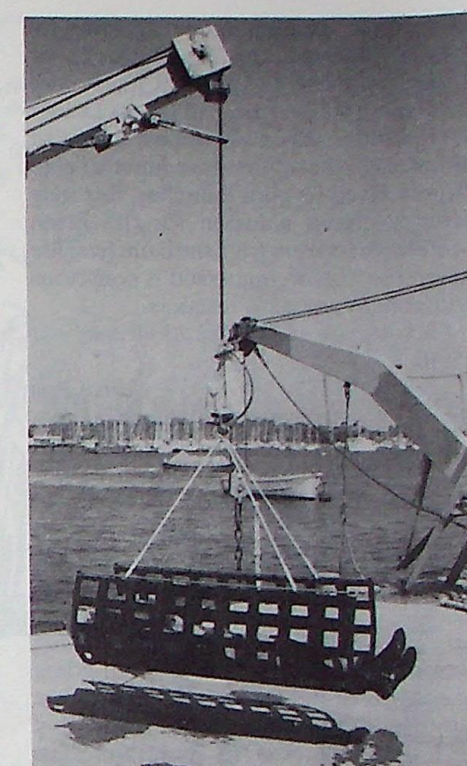
Over the years, recovery and retrieval equipment has frequently been a Technical Committee agenda item and items of equipment have been inspected and reports given. In May 1992 the committee received an invitation from the manufacturers of the Jasons Ladder recovery system to attend trials to be held at Warsash College, Southampton. The committee was represented at the practical demonstration on Southampton Water by Nigel Allen and Gareth Rees of the Southampton Pilots' Association. A copy of their report is printed below.

CM Irving
Chairman, Technical Sub-Committee

Jasons' Ladder Report

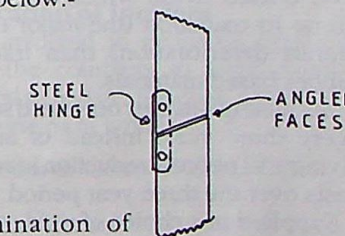
Jasons' Ladder Trials - 14/5/92
Location: Southampton Water
Wind: SE'ly 10 knots.
Sea Conditions: Slight

Jasons' Ladder was first developed some 7 years ago by Land and Marine Products of Bordon, Hants. Initially being made of aluminium, it did not survive well in the marine climate, and some 5 years ago Land and Marine Products joined forces with Hoechst Chemicals to carry out



research into the use of polymers. The result being a ladder constructed of squares made of acetal copolymer linked together with stainless steel hinge clips.

Like a number of good ideas, the Jasons' Ladder is simple. The upper and lower faces of each square rung are angled as shown below:-



Examination of the sketch shows that the ladder can be folded in an anti-clockwise direction and rolled up for storage, yet when opened out makes a rigid structure with a breaking strain of 1.2 tons. With one end of the ladder secured to the boat and the other end attached to a lifting device, the angled faces allow a bight to be formed into which a body can be floated horizontally. The diameter of the bight is 2ft 6ins and during trials this was shown to be sufficient to accept a body wearing a lifejacket. Heaving on the free end of the ladder allows the body to be brought out of the water and rolled onto the deck.

An impressive demonstration was conducted using both a totally enclosed and an open lifeboat and rescue from the water carried out on conscious and unconscious people. During the demonstration recovery was carried out from the side of the rescue craft with 3 persons being used to rescue 1 survivor. Time in the water was minimal.

While it is doubtful that CHAs will rush out and purchase this piece of equipment

to replace existing recovery arrangements, should the Department of Transport give type approval, it may well be that we will see more of Jasons Ladder in the future. As an alternative means of recovery to that of the stern retrieval gear largely fitted to pilot launches, this may offer a cheap solution for the often preferred recovery from the launches side when the person immersed is conscious and able to assist his rescuers.

Each square of Jasons Ladder retails at £5.50.

Gareth Rees
Secretary, Southampton Pilots.

New Low-cost Ocean Liferafts from AIM Safety

An entirely new series of self-inflating liferafts for yachts and other ocean-going or cross-channel leisure craft, which are typically 20 per cent less expensive to buy and half the cost to maintain than competitive types, has been introduced by sea survival equipment specialists AIM Safety, of Stone Lane Industrial Estate, Wimborne, Dorset BH21 1HD.

Called the Ocean range, the Liferafts are available in five different sizes to accommodate four, six, eight, ten or twelve adults, and are made from a tough PVC coated nylon which is much less prone to oxidation (the major cause of liferaft deterioration) than traditional rubber based materials.

Because of this they only need servicing every three years instead of annually, giving a 50 per cent reduction in servicing costs over the three-year period.

Supplied in a choice of rigid container or flexible valise, the liferafts meet all the requirements of the Royal Ocean Racing Club and come complete with a RORC pack of emergency equipment.

The three-year service check carried out by the manufacturers includes inflation tests of each inflatable compartment, checking of the inflation system, checking ancillary equipment and replacing any life-expired items.

Note to the Technical Committee
Be warned, do not greet these liferafts with too much enthusiasm or the PLA Pilots will want one each.

I just cannot carry anything else!
Editor

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**.

PENSION NEWS

Updated Rules of the PNPF and Explanatory Brochure

We have finally received the Inland Revenue's blessing and have circulated sets of revised Rules and sheets for explanatory brochures. If you did not receive your copies in July, please let us know; perhaps you have moved house and had forgotten to tell us?

Employed Pilots' Pensionable Earnings: 1993 Election

All employed pilots whose earnings vary from month to month, (because of overtime payments, bonuses, or payments per acts of pilotage undertaken, for example), pay PNPF contributions on 90% of their gross earnings each month. Thus pensionable earnings represent 90% of gross salary.

Each year, such pilots have the chance to elect that their pensionable earnings represent 100% of their basic (fixed) salary instead. The election forms will be sent out towards the end of this year for the calendar year 1993, so if this applies to you, please make sure that you complete the forms by the deadline.

Since October 1988, a number of employed pilots have telephoned us to discuss the merits of making this annual election. The election gives a pilot the choice of **minimising** or **maximising** his PNPF contributions, and thus his pensionable earnings. As an example, if a pilot's gross annual earnings, including overtime, bonuses, etc., were anticipated to be considerably greater than his annual fixed salary he would **minimise** his contributions by electing to take up the 100% option. Conversely such a pilot would **maximise** his pension contributions by not electing to take up 100% option, but leaving it at 90% gross earnings.

A pilot's choice might depend very much upon how close he is to his normal retirement age or planned early retirement date. Pensions are based on the best three consecutive years' pensionable earnings out of the last ten before retirement - these are usually the last three years. Therefore it is possible for a pilot to minimise his contributions until the last three years before his anticipated retirement, and this is perfectly permissible. However, quite a number of pilots find that they have to retire early and, more importantly, somewhat suddenly, either because of ill-health or redundancy, or for other personal reasons. If such pilots have been minimising, rather than maximising, their PNPF contributions beforehand, their pensions will, of course, also have been 'minimised'. I thought it might be helpful

to mention this matter in my article because there appears to be some confusion and misunderstanding in some areas. Unfortunately, none of us has a crystal ball so we cannot be sure that our gambles will pay off!

Expression of Wish Forms

I have not mentioned expression of wish forms for some while, but it is important that you express your wishes for the way in which your would like the trustees to distribute any capital payments arising from death in service or in retirement. These capital sums are usually quite substantial and payment could be delayed if you fail to do so. It is also very relevant to consider whether any changes need to be made to a previously expressed wish whenever your marital status or personal circumstances alter.

Jan Lemon

Chairman's Report to Members July 1992

Since I last reported to you we have received notification from the British Ports Federation that they are taking steps to liquidate their association. They are doing so, I am led to believe, on the grounds of cost.

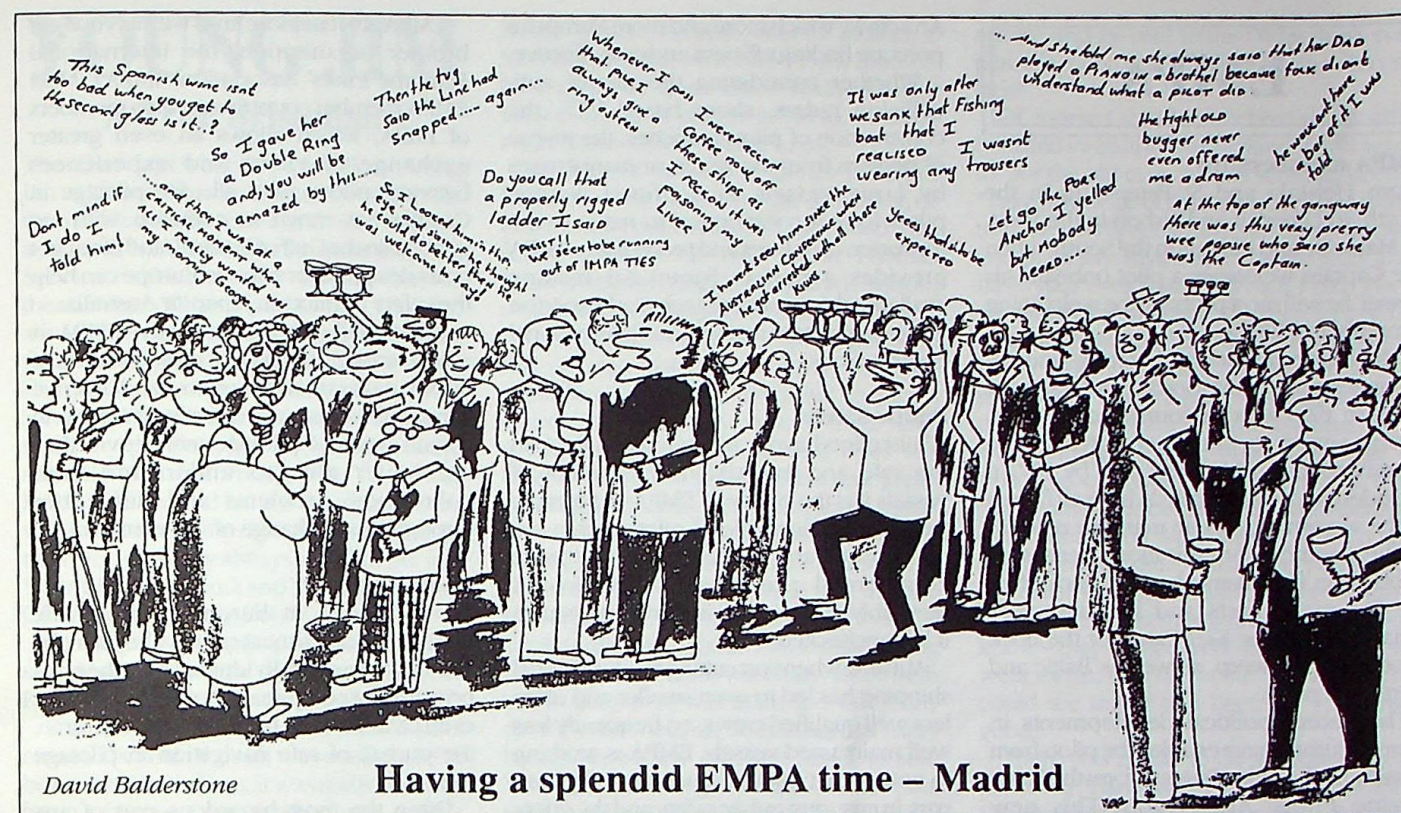
Our pension fund is a Trust Company, with the two sides having equal shares: four held by us, three by BPF and one by ABP. The dissolving of the BPF puts on the agenda the question of the successor to those shares. We of course are very concerned that the new home of the shares reflects the original concept: that they represent the industry as a whole, providing a balanced view on the ports' side of the table.

It is the holders of those shares that appoint the members of the National Negotiating Forum, and also of course the four ports' trustees. It is with this view in mind that we will be watching closely the outcome of the BPF deliberations on the successor to itself, if any.

We have also written to the BPF on the continuing position of pensions-in-payment, and the forthcoming triannual valuation of the fund, and the need for an early meeting. We have also agreed with them a Code of Practice for the Boarding and Landing of Pilots, and it was agreed that this document be distributed by them under our joint banners. I must assume at this point that the arrangement will be honoured.

The demise of the BPF will make our task of looking after all aspects of our profession more difficult, and more time consuming. We may find ourselves in the position of dealing with dozens of different ports, not one single body; and ABP as the largest single company may loom larger in our affairs.

P. Hames



OPINION

At face value the answers given to the question "Are you as well off now as you were before the Pilotage Act" would seem to indicate a guarded affirmative. Trying to read the jungle drums in the present pilotage world is no easy task. Some employed pilots, mainly in the larger districts, appear to be doing quite well, the older pilots now retiring on greatly enhanced pensions. The larger self-employed districts are quiet, always a sign that the scales may still be weighted in their favour!

But scratch the complacent surface and what might we find. Several smaller districts are in trouble. After many successful years it would seem that some small ports are way down on cargo throughput, some even talking of closure. The recession has hit us all and whilst years ago the ubiquitous Trinity House could be relied on to help in their own inimitable way, those days are dead and buried. No longer are there Pilotage Committees packed with experienced UKPA(M) members, able to influence decisions in more ways than one. There is no doubt the pilot negotiator had far more clout under the 1913 Act than he has under the 1987 Act.

I remember one of the UKPA(M) old guard saying, during the report stage of the 1987 Pilotage Act, that not too much emphasis need be placed on long term protection for pilots within the Act. His theory was that if you haven't got your CHA round to your way of thinking within 10 years - you should have, and you will have failed your pilot members. But that gentlemen was envisaging self-

employment, a continuing militant Trades Union presence and the accustomed solidarity of the pilots through their committee structure.

It's not working like that. CHA's are dictating terms and only drastic action can stop them, always assuming that pilots are willing to take such action. Already new pilots in some ports are being engaged at less than the agreed salary of their foregoers. Trades Union agreements in industry as a whole are being torn up daily. Will ours fare better?

In our much-vaunted British 'Free Society' we find the unacceptable face of employment and even pilotage self-employment under a CHA. The denial of free speech. Speak your mind and you might have your Authorisation withdrawn. Criticize your CHA in public and you could be in trouble for not agreeing with them beforehand what you were going to say, the corollary being that if you do tell them, you could be 'free to leave' if you feel like that!

The conditions that seafarers in general, and pilots in particular, enjoy today were obtained by negotiation in an era when the goalposts were firmly in place, cemented in by Merchant Shipping Acts, Pilotage Acts and by the Letch Agreement. CHA's have the right today to move the goalposts to wherever they want them, either before or during the 'match', and to field as many men as they fancy.

With the total absence of a referee any pilot's team has got its work cut out to even gain a goal-less draw. Yet should all be doom and gloom? Let pilots young and old not forget; wheels have a habit of turning full circle.

Panossim

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
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EMPA

EMPA membership

From Helsinki and St Petersburg in the North, to Limerick and Lisbon in the West, or Marseille and Piraeus in the South, when the Captain welcomes a pilot onboard his vessel, he will most probably be welcoming a member of EMPA.

The European ideal of fraternity and co-operation was put into practice by farsighted pilots in 1963 with the formation of EMPA. From seven original countries, the membership quickly grew until by 1977 it included pilot organisations from all fifteen of the western European maritime nations.

The member organisations represent pilots from the diverse backgrounds of all the European ports and harbours, and canals such as the Kiel Canal, or the dock pilots from Antwerp, as well as Baltic and North Sea pilots.

The recent political developments in eastern Europe have enabled the pilots from Russia and the Baltic States to form the Baltic Marine Pilots' Association. This new member country was elected to membership at the biennial General Meeting held in Liverpool in May 1991.

Since then the Polish pilots have submitted an application for membership, which will be put before the 1992 annual meeting in Antwerp. Other pilots from the eastern Mediterranean on the very fringes of Europe have also recently enquired as to the possibility of membership.

So, as Europe, through the EEC, extends the integration of trade, and harmonisation of standards, more than 6,000 European pilots are already able, through EMPA, to exchange information and ideas in the interests of maritime safety.

Technical Developments

From the safety of individual pilots to the safe navigation and movement of vessels, EMPA plays a prime role through technical co-operation and investigation.

For example, the standardisation of satisfactory pilot ladder provision has been a long term project, now thankfully mainly achieved. But monitoring of the proper implementation of those standards, in particular the maintenance of structurally safe ladders remains a vital activity for EMPA in protecting pilots during the most hazardous part of their duties. After all the pilot boarding, say in Denmark, will be following literally in the footsteps of his colleagues elsewhere in Europe. The risks from an unsafe ladder at the next port of call can be reduced by the vigilance of one pilot, and by his camaraderie with, and awareness of, his colleagues elsewhere.

EMPA has recently assisted in the development of comprehensive international procedures for helicopter boarding and disembarkation of pilots from vessels.

An activity which more and more European ports are finding efficient and cost effective.

Whether considering the use of anti-collision radars, shore based VTS, the construction of pilots launches, the rescue of persons from the water, or manoeuvres by large vessels in confined waters, pilots have a contribution to make to the formation of policies and procedures. EMPA provides a perfect forum for making available this wealth of technical expertise and experience to national and international organisations.

Public Safety

Whilst pilots have a clear commercial role in the safe and expeditious movement of vessels it is the policy of EMPA to promote the public officer role of pilots and to see that pilots are protected from those commercial pressures which would inevitably erode safety in European waters if left unchecked.

At a time when cost cutting in international shipping has led to even smaller and often less well qualified crews, on frequently less well maintained vessels, EMPA is working to ensure that pilots continue to play their part, in ensuring public safety and the safety of the environment.

Whether a vessel is carrying potentially explosive low flash cargo, environmentally pollutant cargo or perhaps mixed containers of hazardous chemicals, then, either through their navigation, or that of other vessels in their vicinity an accident involving these vessels will leave behind it injury, pollution or possibly deaths. Pilots are able to stand aside from the commercial pressures of owners of ships, and charterers, and ensure that prudent navigation is the order of the day. Pilots are also able to make sure that the relevant regulatory authorities are aware of the shortcomings onboard vessels, in the interests of accident prevention.

EMPA wishes to ensure that European waters are made as safe as possible, after all EMPA members live in the countries which have to face the consequences of accidents, which far off commercial interests may not be too concerned about.

EMPA in the wider world

Under the presidency of Robert Hoftsee, Rotterdam Pilot, EMPA's Executive Committee and Council of Presidents are continuing to make representations on pilotage, and general navigation matters in European pilotage waters, to European and international marine bodies.

Much of the work conducted by IMO, IALA and the EEC Marine Department has been assisted through EMPA, by providing pilot members of working groups, or by providing information through a consultative process. Because of the wide base of membership in EMPA from across Europe, a balanced and comprehensive view is able to be developed, a unique and valuable facility created by those farsighted pilots in 1963.

EMPA also has close links with its younger brother organisation, the international Maritime Pilots' Association (IMPA). Most EMPA member countries are also members of IMPA, which allows an even greater exchange of views and experiences between pilots. After all, ice pilotage in Canada has much in common with ice pilotage in the Gulf of Finland, and lifejacket coats designed for pilots in Europe can help the safety of pilots in Japan or Australia.

Additionally and importantly, EMPA is able to ensure the smooth dissemination of information amongst pilots, and even if some pilots are not directly involved in certain types of pilotage manoeuvre they are better able to understand their colleagues' problems and difficulties through this exchange of information.

Pilots together

Pilots throughout Europe have a wide variety of employment status. They may be self-employed individuals, members of private pilot companies, port employees or even civil servants, but their job is the same, the pursuit of safe navigation in pilotage waters.

Often the most hazardous part of any voyage is under the charge of the pilot. By communication and discussion through EMPA, members are better able to carry out this taxing duty with enhanced personal safety and greater navigational expertise.

An equally important objective of EMPA however, is for pilots to meet socially, and whenever meetings are held the comradeship of pilots of all Europe is readily to be seen. Groups of pilots from different countries talk of home and families, usually through the medium of the English language, but much more linguistic ability is brought into play and the international language of laughter is an essential ingredient on the fringes of all EMPA meetings.

There is also a keenly contested EMPA football tournament, and it can only be a matter of time before this is joined by a golf tournament, judging by the number of keen golfing pilots!

The comradeship of EMPA has also enabled pilots to meet when visiting each others' countries on vacation and many a holiday exchange between pilots' children has taken place over the years.

So wherever the white and red of a pilot flag is to be seen fluttering in the breeze, anywhere in the waters of Europe, you can be sure that the pilot accompanying it is part of a larger family of truly European seafarers, the membership of EMPA.

The EMPA Member Countries are: Belgium; Denmark; Finland; France; Germany; Great Britain; Greece; Ireland; Italy; The Netherlands; Norway; Poland; Portugal; Russia; Spain; Sweden.

G Topp
Senior Vice-President

YOUNG JIM

A True Bristolian

The other day I went down to talk to Young Jim – James Gilmore Dickens – who was then in his middle sixties and who had lost a leg and had had to retire from the Pilot Service when he was fifty-seven, or thereabouts. When I said to him, "You've always been referred to as Young Jim haven't you?" he laughed, "Well you see, it was a funny thing, but in my Section there was Mr Stenner, Old Bob Stenner and his son Bert, that's my pal Bert, but everybody always said Old Bob and Young Bob. There was Frank Dickens and his son Frank and there was my father and me, so when they were referring to us they always said Old Jim and Young Jim, Old Frank and Young Frank and Old Bob and Young Bob".

My father was a pilot, of course, under sail. He served his time under Jack Reed, but I can't remember the number of his boat.

When I was born, he was with a pilot named Dickens, though we're supposed to be no relation to them. It was really damned funny, because my mother was a Miss Gilmore and when the doctor brought me, he said "Here's another Gilmore Dickens!" and my mother said "Well that's what we're going to call him!" So I was called James after my father – James Gilmore Dickens – and the pilot my father was with was Arthur

James Gilmore Dickens, after his mother, a Miss Gilmore, but no relation to my mother. Of course, we don't know really. There's such a mix-up of people in Pill so we don't really know who's related to us.

My father's name was James Jefferson Dickens and at the time of the centenary, or bi-centenary celebrations of the church, we found a record of 1807 when Thomas Dickens married Angela or Agatha Jefferson, so that's where the Jefferson came from.

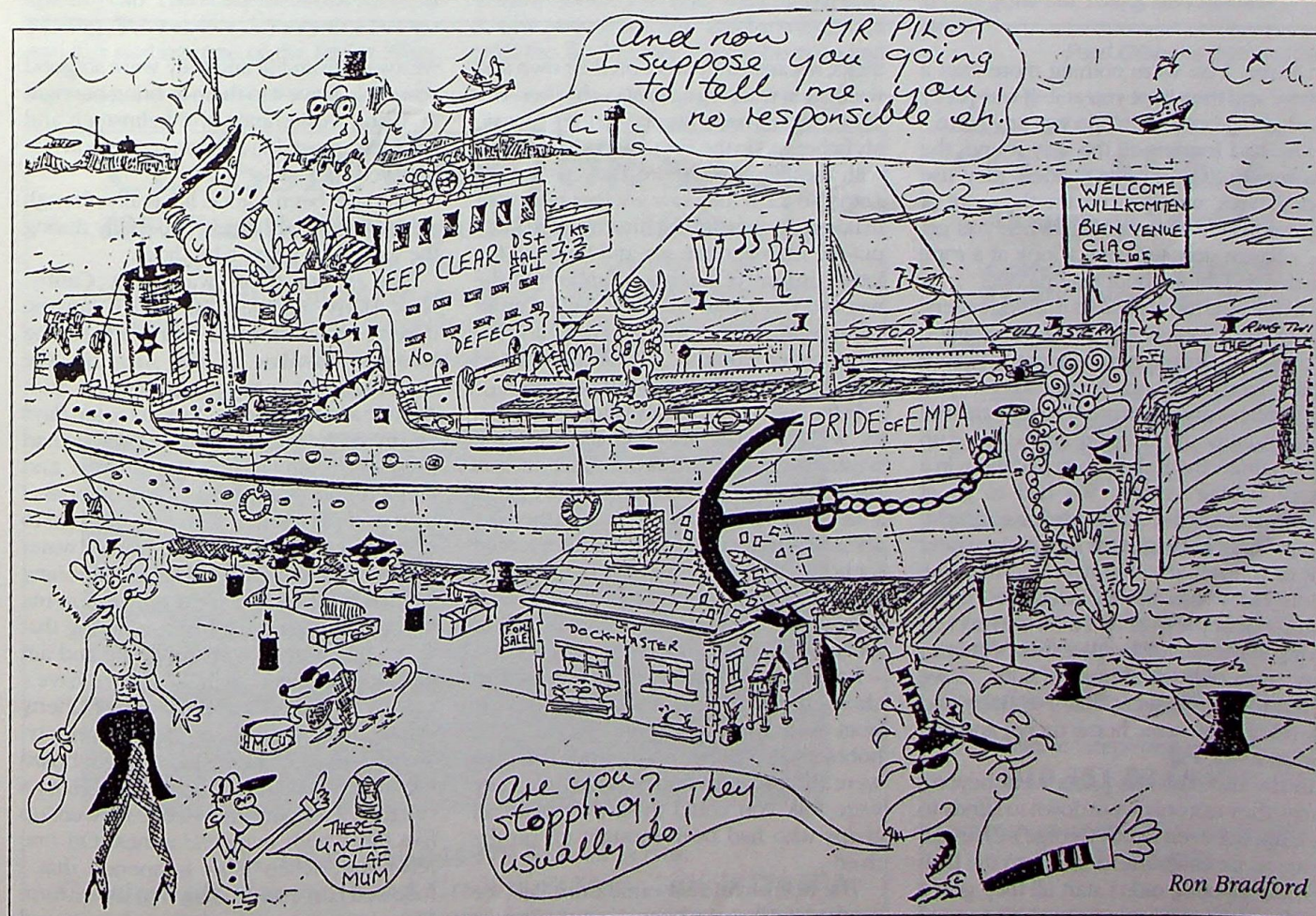
I had a rather more than vague impression that pilotage has been a family tradition extending back over the years to James George Ray. Certainly most of them have a family tradition, which if it does not extend to fathers, grandfathers and great-grandfathers, does so for uncles to great-great uncles. I thought too, that most sons would have followed in father's footsteps quite naturally, so naturally in fact, that the Bristol pilotage service was almost a closed book to people outside Pill, but as Young Jim pointed out, there wasn't any more truth in that than there was in the fact that many doctor's sons became doctors, or that many businesses follow on from father to son. Young Jim did not go straight into the pilot service as an apprentice, though the desire must always have been there.

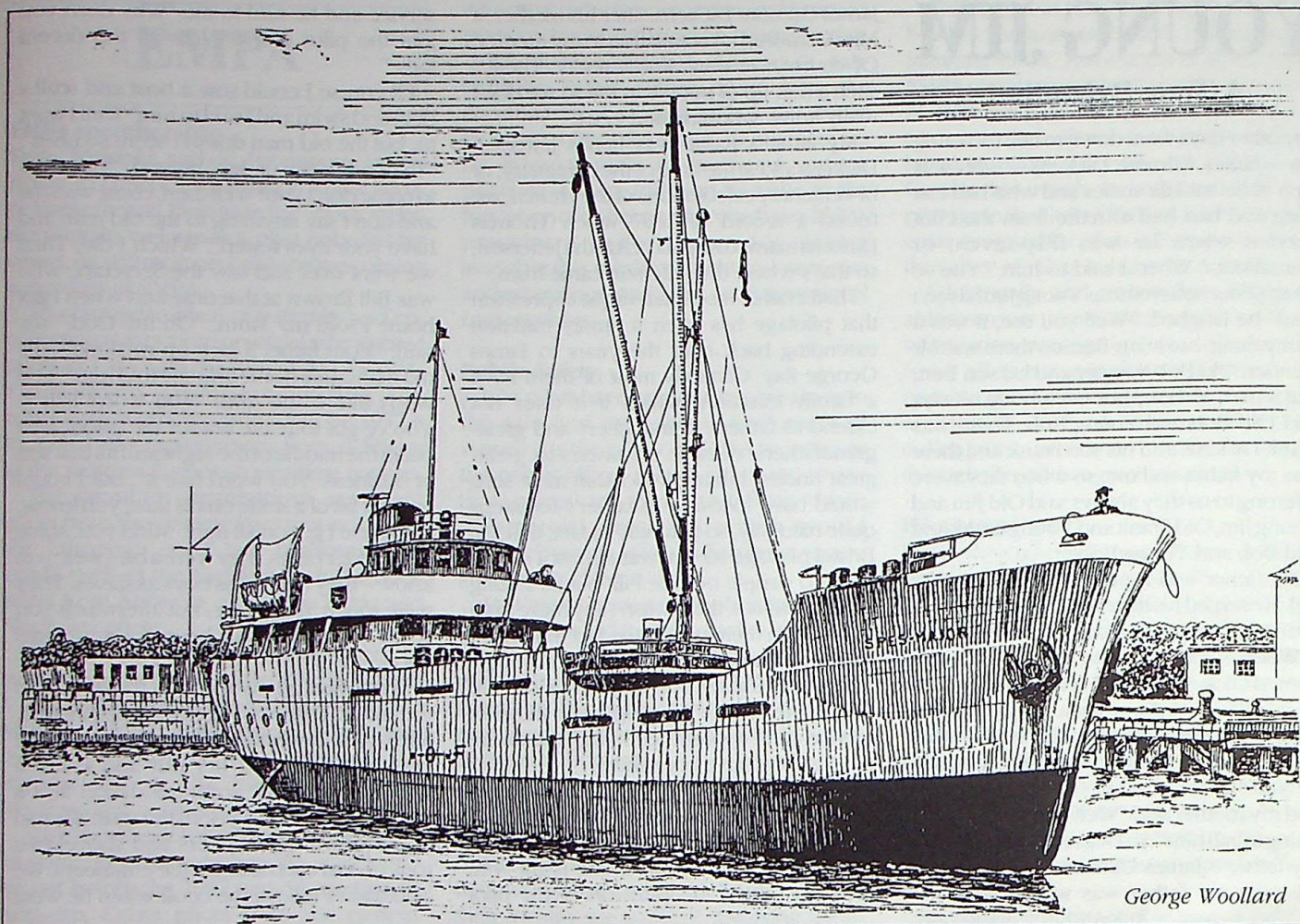
"I left school at the usual fourteen and eventually I got a job in an office, in the Co-op at Avonmouth, but I just couldn't stick it. I was walking back home one night with Ern Ray, one of the Directors of the pilot

service and he said to me "Why don't you join the pilot service, like all the decent lads?"

Of course I could row a boat and scull a boat and swim and I said to him "Well I want to, but the old man doesn't seem so keen". "Take no notice of that" he said, "You want to come don't you? Well then, come with me and don't say anything to the old man and have your eyes tested". Which I did. Then we went over and saw the Secretary, who was Bill Brown at that time and when I got home I told my Mum, "Oh my God!" she said, "Your father'll kick up ructions!" The old man came home and she told him. "You won't like it" he said, "You won't like it. You've got to make tea for the pilots, turn out in the middle of the night and all that sort of business. You won't like it", but I could see that bit of a smile on his face, you know. Of course I got on all right. Mind you, some of the older pilots, they were a bit – well, you know – they treated us boys as slaves. They were tough, they were, but afterwards you could see that it had been for your own good.

There was plenty to do in those days in the cutter. That was the first *Queen Mother*. She was a Lowestoft drifter. The pilots had bought her, gutted her out and made a saloon and pilots' accommodation and a top saloon. We had to trim the coal. We had to get down the bunkers and shovel two tons of coal each side for the engineers. We also had to relieve the cook when he went





on leave. You were nothing more than a scivvy and they kept you at it. It was pretty hard going but it didn't do you any harm.

She had fenders all the way round, the *Queen Mother*, not the fenders they use today, tyres, we had to make them out of rope and one of these days when you get the chance you just have a look at a rope fender and think about making one!

At that time too we had four sailing cutters, though they were fitted with Kelvin engines. We used to take our turn in them and did our relief from Pill on Wednesdays. The apprentices and the mate went aboard and got her ready and lit the fire and warmed up the engine – the Kelvin, they had them in a lot of fishing vessels. We had to go at whatever time the tide was after midnight. We brought her out at the top of high water out of the pill, into the river and then the pilots came aboard. We used the engine going out of the river and then we hoicked up the sail to steady her, because of course, they were only small boats – skiffs, as we called them. We went down to Barry and the relief crew came home on her and tied her up in the Pill.

In the old days the pilots went beyond Barry, they not only went down to Lundy to pick up, but even into St George's Channel, down as far as Penzance and into the Irish Sea, but piloting didn't start till they got to Lundy. They used to get up to all sorts of

tricks, because they were on their own and were often working against each other. The Bristol cutters had a number in the mainsail. My father was in the *Pet*, that was No 1 he was with the Ellises, Gilmore Dickens was in *Latty*, No 22. If they saw another pilot boat making towards the ship they wanted, they put the mop into the sea and then put the letter C in front of the cutter number with the wet mop to make out they were Cardiff pilots, so that they could get ahead and the other cutter wouldn't put on full sail and beat them to it. They were full of tricks.

In the cutter in those days there would be, as well, a pilot in training and two westernmen, who sailed the cutter out and back. The westernmen used to get 3/6 in the £ for working the boat and putting the pilot aboard and taking him off. When they turned for home, they tried to get there before the ship so that they could do the hobbles, because the hobbles also got 3/6 in the £ of what the pilot earned. That was a game too – hobbling – because the pilots used to choose their own hobbles and they'd come from their own family and friends. The hobbles also came mostly from Pill; they were all ex-seamen and westernmen. They were folk you could trust, they were all chaps who had been brought up on the river!

The helmsman also came from Pill. We used to take them on board about half a mile

westward from Pill and they were so good you could leave it to them to bring her right in. Using westernmen and helmsmen and hobbles must have been going on for hundreds of years.

Piloting's been a good life really, though we had some bad times, especially during the war when it was a bit dicey.

One of our pilots was Harry Canby. Now Harry got the OBE and if anyone deserved it, he did. In the First World War he was Second Mate of the *Ausonia*, the Cunarder, she was torpedoed in mid-Atlantic and he sailed a lifeboat for ten days and made the West coast of Ireland. He had thirty-one men, mostly deck-hands and firemen and one woman on that boat. I believe it played hell with him. He had to keep awake all the time. They wanted water and they wanted food and he was rationing it. Then, in this last war, he used to follow me in the duty roster – I suppose during that time I had a bit of a charmed life and am paying for it now with this leg. We'd have a convoy of tankers and a convoy of Liberty ships and of course the tankers got priority. We'd anchor the Liberty ships and go aboard the tankers and I'd look behind and Harry's caught it. From my knowledge he went up five times with magnetic mines. On one relief day, when it so happened that I followed him, I said to him "I'm last on turn, I'll have a passage up with you". I jumped

aboard with him and the Captain said, "I've just been dive-bombed and the bomb's still aboard".

We couldn't scramble back quick enough, I can tell you, but the Captain said that he wanted a pilot so Harry had to go aboard and bring her up to Walton Bay. They had to get Dutchmen to bring oil barges to the tanker to lighten her so that the bomb disposal bloke could get down there. When they'd pumped it out and had defused the bomb I went down and had a look at it. The bomb had jammed in the angle bars and opened up and there was yellow explosive spilled everywhere.

Later Harry was aboard a banana boat and as he steamed out of Barry Roads to go up he caught it with a magnetic mine. He was in a hell of a state then and we hove up the anchor of the pilot boat and I went to the wheel with the old skipper, Frank Dickens. We got a tow rope aboard and put her on the beach at Barry and by then the poop had only about two inches freeboard. When she blew up, the amonia gas from one of the refrigerators had gone up over the bridge and the Captain and Harry were lying over the bridge to get air. It was the thing that finally killed him because it destroyed his sense of smell. After he retired, he was sitting at home reading a paper and the gas blew out and of course he never knew. He was a good shipmate was Harry!

But they all are! I'll say this for the pilots, they may treat you rough as an apprentice, but when you're a pilot they give you all the tips they can. You really learn to be a pilot by piloting. For instance, I remember when I was just starting, one of the Senior Pilots,

Eddie Hunt, said "Ask the Captain when she was built, Gilmore and if he says before 1932, don't you trust her".

Well, I was taking this ship in; she was a motor ship and I was going round the South Pier, but when I put her Full Astern nothing happened. I said "When was this ship built, Cap'n?" and he said "31".

"Oh, my God!"

She just had no power in her engines at all. She just rubbed the bulwark and bent it right back, so I had to report it. But when the Haven master asked about the damage the Captain said that there was no damage. As far as he was concerned, she had only bent the angle iron and the carpenter gave it a bash with a hammer and it sprang back.

You learnt the Channel as an apprentice, then you went deep sea and got your Master's ticket and you learnt the skill of piloting when you came back. You had to take a three day examination at the Council House to get your licence, with the Havenmaster and his oceanographer in my day, but it hadn't always been like that. When I was a young lad in the pilot service I can remember walking with an old pilot in a funeral procession at Pill – Edmund Bond, that was and he was about eighty years old then – and I asked him what sort of examination he had and he said "Well, I was tarring the boat outside, the skiff, you know, in the Pill and one of the pilots came down and said that the Havenmaster wanted to see me. That was Captain Parsons, that was. So I rushed up and put me bit of tidy on and I said to myself 'I wonder what he wanted'. I went over to see him and he was in bed with the 'flu. He said 'You've been up and

down the Channel a lot, manning boats and all that. We're making a couple of pilots and you're on the list so I'm going to ask you one question and this question is a trick question. It's just to test you to see how quick you are. Supposing you were taking a ship up the river and she runs ashore and she bides there, what would you do?" so I said 'Well, if she bides there, Cap'n, I'd let her bide'. 'A very good answer' said the Havenmaster 'I can see you're going to make a good pilot. Other people would have said they were going to get a tug or something, but if she bides there, well, there she bides'".

Ah well, things are different now and yet they were all good pilots.

As a matter of fact, I haven't found a dud and what you've got to remember is that the Captain needs a pilot, coming into the Channel. You see, they've still got what they call their sea eyes. They've been looking into the distance and when they come close to land, like coming past Portishead Point, they're only a couple of hundred feet off at the most and they think you're going ashore or on the rocks. It's not that they're nervous, not really nervous, they just haven't got their eyes and that's where the pilot comes in.

Oh, it's a funny life.

My father, Alan Gibbard, a retired schoolteacher, wrote these articles. They have not been published. They were probably written around 1980. Young Jim is long gone but Young Bert Stenner is still alive.

Paul Gibbard, Bristol Pilot.

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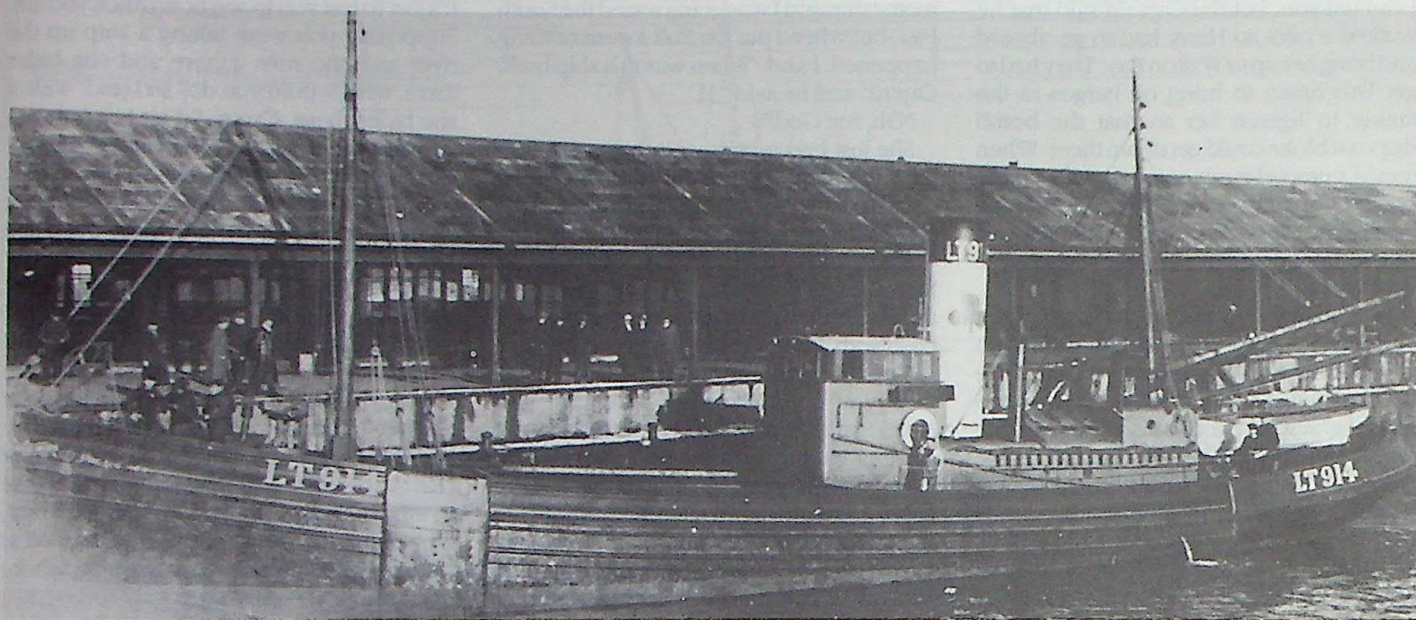
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The Story of SS Queen Mother



SS Queen Mother c. 1916

In the spring of 1916 yet another wooden-hulled steam drifter was launched at the yard of Colby Brothers Ltd. at Oulton Broad, Lowestoft in Suffolk. Built for W. A. Greaves of Lowestoft and engined by Francis William Carver of Great Yarmouth with an 18 inch stroke triple expansion engine, on of the slower types much disliked by the trawlermen of the day. She was named *Queen Mother*, no-one at that time could have known that she was to have such a colourful history and 36 years of useful life.

The *Queen Mother* had a length of 93ft 6in, a beam of 21ft 4in and a draught of 10ft 1in. Her Official Number was 139973 and she grossed 119 tons.

The author has no knowledge of her actual fishing history as Greaves went out of business many years ago, but there is little doubt that she was not allowed to lay idle, waiting for events to happen.

In February 1917 before the *Queen Mother* was one year old she was hired by the Admiralty, painted battleship grey and renamed *HMS Queen Mother*. Dispatched to the South coast for patrol duties with the Portsmouth Auxiliary Patrol, she set to work as a 'net drifter', using submarine defence nets in place of her fishing nets.

At some time, in the Autumn of 1917, a late 19th century six-pounder gun, recovered from an old battle wagon of 1890, she was installed on her foredeck, and she transferred to the Portland Auxiliary Area operating out of Portland. It was customary at the time to fit a pair of light machine guns in front of the wheel house but nothing can be found in her records at Naval archives to prove this.

She underwent numerous repairs during her service to King and Country. In October and November 1917, at Portland, in February

1918 at Southampton, together with a refit at Poole in September 1918.

In November 1918 the idea of airships for minesweeping was first suggested to the Naval Director of Torpedoes and Mining by some American Officers. At that time the mines used were of the contact, antenna, type which were very sensitive and extremely dangerous to existing minesweepers. Losses were in the region of one minesweeper per mine swept.

The principal used demanded that the surface vessel would move out into clear water, stream the sweeping gear which would then be taken over by the airship. Once the sweep was completed the surface vessel would recapture the gear and take it back on board. The small after deck of the *Queen Mother* with its rod and chain steering quadrant protected only by a wooden grating must have made the task very difficult for the sweeping crew.

The North Sea Type Airship was chosen for the job, which had a gross lift of 10.86 tons and an average flight endurance from 30 hours up to a maximum of 101 hours. The sweeping gear was based on Actaeon floats.

HMS Queen Mother transferred to her home port of Lowestoft on April 26th 1919 for paying off but stayed on the books of the Portland Auxiliary Area until September 1919. During the final months of that year she was reconditioned into a steam drifter, being returned to her owners W.A. Greaves of 23 Herring Market, Lowestoft, on the 29th January 1920. She was complete with her black-topped, white painted funnel displaying a bright green clover leaf and her fishing number LT 914 painted on her black-tarred sides.

She was just one of some 4,000 auxiliary vessels that had been 'hired' by the Admiralty

to perform the many and various duties required to defend out coastline from the enemy during the 1914-18 hostilities. Apart from the 300 destroyers, of which 50 were from the United States, 'P' boats and sloops; most of the 4,000 were trawlers and drifters, but they also included about 500 fast motor launches; 77 decoy or 'Q' ships; 24 paddle steamers and 49 yachts. Incidentally, support for these craft was given by 65 submarines, 550 aircraft and 75 airships. The whole force engaged 140,000 men and about half-a-million personnel for back-up duties.

A census of British fishing vessels held in 1910 discovered that there were some 3,000 steam fishing craft totalling around 150,000 tons compared with 23,000 sail fishing boats with a total of some 200,000 tons. But by 1916 nearly all new vessels built for the fishing industry were motorised in one way or another.

The Fishing Company, the Boatbuilder and the Engineers of the early days of the *Queen Mother's* life have long gone out of existence, as have the fish docks and, of course, the men. Records of her early working life are confined to the Naval Archives at Great Scotland Yard in Whitehall, London.

For example, it is not known whether or not the vessel actually returned to fishing before starting out on the next phase of her maritime career or indeed why Greaves decided to sell the craft having had such little use out of her as a fishing vessel, but sell they did. In 1921 the *Queen Mother* was sold to the Bristol Pilot Steam Cutter Company Limited.

The amalgamation of pilots at the Port of Bristol in 1918 necessitated the purchase of a larger pilot vessel, rather than the small

individually owned sailing craft, none of which at that time had an engine, and so a search of available craft for conversion was made.

The construction of a new, purpose built vessel, was deemed to be too expensive. Although the idea of amalgamation had been banded around for nearly twenty years before agreement by all parties could be reached, no proper provision had been made to fund a new craft.

The vessel chosen for the task was none other than the *Queen Mother* and so in 1922 she was purchased and sailed from East to West to undergo yet another transformation, this time at the ship yard P. K. Harris in Appledore, North Devon.

Little was done to alter the accommodation, six bunks remained in the forecabin and five in the after cabin. Her fishing crew numbers had been high, the work on deck was all 'Scandinavian Steam', everything was done by hand.

The forecabin was to become the pilot apprentices accommodation and the five bunks aft would house two mates, two engineers and a cook, two engineers and a cook.

The fish hatch became the 'lower saloon', housing twelve bunks for pilots, six-a-side (three over three) and a deck house was built on top in which pilots could take their meals, play cards or generally recall the harrowing events of their last or previous docking or sailing! Talk was almost always of ships and the sea. One of the pilots would sail as Captain for the week.

Her mizen mast was removed and two heavy, oversized punts slung in davits either side of the fiddley. It was decided to have a plain white funnel with a black top so as to be distinctive from the buff or yellow colours of the Welsh ports, who had by now amalgamated, and all of whom worked out of Barry Harbour in South Wales.

In December 1922 the *Queen Mother* took up station in the vicinity of the Breaksea Lightship, as the first steam pilot boat for the newly amalgamated Bristol Pilots, relieving the sailing pilot cutter *Cariad* in Barry Roads. Returning to the Harris ship yard at Appledore a number of times of dry docking and repairs, she remained on station until the Autumn of 1949.

The 1939-45 hostilities saw the vessel once again armed, this time with a Hotchkiss Mk1 .303 machine gun on the after part of the engine room housing immediately above the vessels two toilets. The pilots' saloon and the wheelhouse were coated with a two inch layer of concrete to protect against aerial strafing, which did little for her stability, and the older apprentices taught how to fire the gun. As far as is known the *Queen Mother* only came under direct attack on one occasion when an enemy aircraft was engaged in laying mines. Loose fire strafed the vessel and to this day those ex apprentices who survive blame one of the other pilot boats in the area for the strafing! Least said soonest mended but it is well to remember that competition dies hard, and those celtic would stop at nothing!

Withdrawn from pilotage service in 1949 the *Queen Mother* was broken up in Portishead Dock in 1952. She had rod and chain steering and a very large brass trimmed helm with a huge brass centre boss. The wheel of the *Queen Mother* survives to this day, in a retired pilot's house in Bristol, converted into a beautiful glass-topped coffee table. Her 28lb brass bell hangs in the author's study in the village of Pill on the banks of the river Avon, the traditional home of all Bristol Channel Pilots, a fitting reminder of Wednesday 27th April 1949 when he joined the *Queen Mother* for the very first time as galley boy.

John Rich
Bristol Channel Pilot (Retd)



Coastlines

What's in a name?

The two most senior Port of London pilots were delighted and surprised to get a letter of appreciation for their long service in July of this year. The delight was mostly in receiving their letters more than three months before their retirement in October. The surprise was mostly in that Alan Acason was thanked for the years that Eric Bell had served, whilst Eric Bell was duly thanked for Alan Acason's devotion to duty! The suggestion is that from now on we shall be thanked by our numbers! Less filing to do.

An Unlikely Story

'Seacatting' across the Channel on his Hoverspeed Discount ticket the pilot made his way to the bar. To his surprise he found himself standing next to Siamese twins, each with a glass of ale.

"Off to France?" he ventured, feeling expansive. The right-hand twin affirmed they were. "Like the food?" he enquired, but the right-hand twin thought it too full of garlic. "The beer, then" he suggested. The right-hand twin thought it too gassy.

"Must be cherchez la femme" he whispered, with a nudge. The right-hand twin said they didn't go in for that sort of thing. "Why bother to spend all this money if you don't like the place?" the pilot asked.

The left-hand twin put his glass down, "Only chance I get to drive" he said.

Etymology

It's clear from articles appearing in each edition of *The Pilot*, that much work has been done on the origins of trade in each locality. It is hoped that this endeavour could be brought locally together. Your help is sought to collate lists of early origins of certain words in your area. This is so a picture of the emergence (or at least the recording of that) of our predecessors activity can be plotted as it spread throughout the country.

The words to which first consideration is given are:

gubernator; lodesman; pilot; anchor; tide; neap and ebb. These words may appear in different forms, tenses, spellings and meanings. Wherever and however they occur make a note or preferably a photocopy, state how they can be referred back to with edition, year and where appropriate folio number. Send your source reference to:

Paul Hughes, 5 Park Close, Airmyn, Yorkshire DN14 8LX. All contributions will be acknowledged.

The study of tides has been well documented from Pliny to Bede to Newton but all of these references are purely in Latin, and not vernacular Latin like gubernator. The Oxford English Dictionary gives sources for the words indicated but frequently these are literary rather than industrial. What better way to seek original sources of words about work than to ask the people involved.



William Cattroll

With regret we must record the death of Mr William Cattroll on Tuesday 19th May 1992, aged 66 years. Bill joined the Liverpool Pilot Service as an apprentice in October 1943, having previously been at sea in the Indian trade on the *City of Agra* owned by City Line.

He acquired his First Class Licence in March 1954, and became one of the first DIY pilots in the service by building his own house, no mean achievement.

On the 2nd July 1956 he saved a Boatman who had slipped between a large ore carrier and the quay attempting to get ashore from the vessel. Bill returned to the Bridge and piloted the ship to sea, for this he was awarded the Bronze medal of the Shipwreck and Marine Society, he also received a gift in recognition of this act by the Boatmen of Birkenhead.

He became appropriated to Shell UK in 1963 thus bringing into the port the largest vessels to enter the River Mersey.

Unfortunately he was forced to retire through ill-health in January 1980, and moved to North Wales where his colleagues were always made welcome. He will be sadly missed by his family and friends.

Kenneth Hutchings

It is with sadness that we report the death of Kenneth Hutchings, a retired Southampton Pilot, at his home on Monday 18th May following several mild strokes.

Known to everyone as 'Bunny' he was born on the 3rd August 1902 and entered HMS Conway in 1916 where he served for 3 years before joining CPR, reaching the rank of 2nd Officer onboard the *Empress*

OBITUARIES

of Britain. In February 1936 Bunny was licensed into the Isle of Wight District and at the outbreak of war joined the RNR spending the war years serving in coastal convoys attaining the rank of Commander and a mention in dispatches. His pilotage career resumed after the war and he was energetically involved as Secretary for both Inward and Outward Services. His excellent administrative skills being fully tested during the inauguration of the local pension scheme and the initial negotiations for the National scheme. Unfortunately Bunny took early retirement in 1967 after being knocked over while enroute to a vessel at Hamble Oil Jetty.

At his happiest at home tending to his garden or reading a good book Bunny was awarded a medal by the RNLI in recognition of his fund raising activities. A very modest, likeable man with a keen sense of humour, he will be missed by his widow Priscilla, daughters Caroline and Sarah and two grandchildren, to whom we extend our deepest sympathy.

Peter Miller Brown

It is with great sadness, but rich memories that I write to inform you of the death of a stalwart of our profession, Peter Brown, who will be remembered by the many that knew him as a tireless worker for the betterment of Pilotage.

Peter retired on 30th November 1988 after 29 years service. A Bostonian, he was educated at Boston Grammar School and Grimsby Nautical College before joining the Merchant Navy as an apprentice in 1946. Upon gaining his 2nd Mate's Certificate in 1951 Peter was promoted to 3rd Officer, subsequently sailing as 2nd and Chief Officer. In 1956 he married Freda, a native of Manchester and they made their home in Boston. Peter passed for Master F.G. in 1958 whilst sailing for Lampport and Holt of Liverpool.

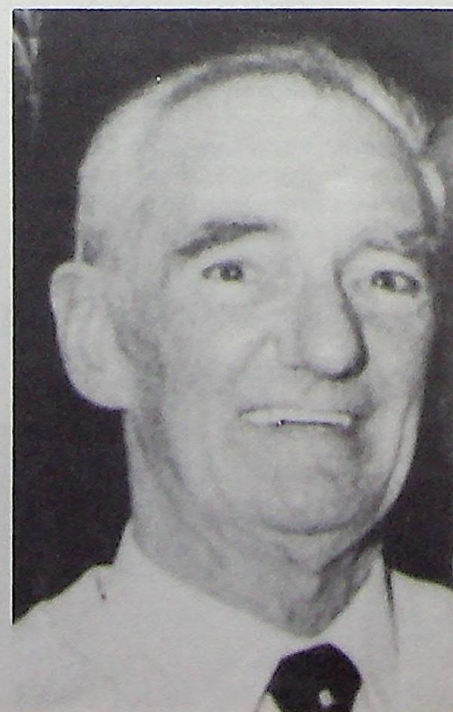
In September 1959 Peter was appointed as a Boston Pilot and thus began a remarkable career. During his 29 years service with Boston and Spalding Pilotage Authority he was to perform in excess of 8000 Acts of Pilotage. In addition to those duties he found time to devote to the PNCP and to the National Steering Committee, set up to develop and enhance the safety and construction of pilot boats. As a signatory to the original draft regulations recommended by that committee, Peter was delighted to see the final document come onto the statute book some two years ago. As if that was not enough he also found time to serve on

the Pilotage Authority locally and was their representative in the APA UK. He will be remembered by those who served with him on those committees as a man who was totally fair in his reasoning and his arguments.

In his leisure time Peter was a member of Boston Golf Club and during his free time there was nothing he enjoyed more than a round of golf. Upon retirement he claimed that golf and dinghy sailing were to be his only interests outside of his home and family. But, being the man he was, it was not long before he was faced with another challenge in the form of the Scouting Movement. Before we knew it he was totally involved with the 10th Boston troop becoming their group leader. Not content with being 'just' group leader, he then undertook to fill the vacancy within the 10th Boston of Scout Leader as well. He was 'Skip' for three years before relinquishing the reins 12 months ago. His enthusiasm obviously rubbed off on the lads because from a troop that was all but finished four years ago, today it is flourishing with a long waiting list.

Some measure of the depth of feeling for Peter can be taken from the attendance at his funeral service when the crematorium was packed to overflowing with family, friends, ex-colleagues both locally and nationally and members of the 10th Boston Scouts. Peter's wishes were that his ashes be scattered in The Wash from the Pilot Cutter and this was done on Saturday 30th August.

Peter Miller Brown, a devoted family man, died on August 19th 1992 in Pilgrim Hospital, Boston after a short illness. He leaves his wife Freda, daughters Julia and Vivienne, sons-in-law Gary and Andrew and grandchildren Kyle, Luke and Hollie; Natalie and Christopher.



Retirements from Service June to August 1992

AW Cameron	Humber	August
RG Case	Gloucester	June
PA Church	Humber	July
H Gardner	Lancaster	August
JW Guiliatt	Humber	July
CF Hudson	PLA	July
I Kennedy	Liverpool	July
AE Robinson	Falmouth	March
R Shaw	Humber	July

Pensioners Deceased June to August 1992

P M Brown	Boston	Retired 1988
G Dodds	Sunderland	Retired 1978
CEV Fenny	London	Retired 1982
KJ Hutchings	Isle of Wight	Retired 1967
T Tinmouth	Tyne	Retired 1976
WA Tressider	London	Retired 1988
A Wilson	Ipswich	Retired 1979

Jan Lemon

Recruitment

Two new pilots join at Milford Haven

John Haughey, age 37. Educated at Milford Haven Grammar School joined us from Mobil Shipping Co where he served as Chief Officer. Married with four children.

John Owens, age 37. Educated at Brecon Boys Grammar School and Swansea University where he obtained his degree in Oceanography and Zoology then joined Blue Star Line under their graduate entry scheme. He left them having served as Chief Officer and joined ARC Marine where he was serving as Master when he joined the Milford Pilotage. Married with three children.

Sadly I have to tell you that the contracts these two pilots signed do not give them the same terms and conditions as the present pilots when they become 1st class pilots.

JPW Ryder, Milford Haven

Port of London Authority

Retired

A Acason and WE Bell, October 1992.

New Pilots joining since May 1992

Les Street	Steve Elias
Jeremy Waller	Hamilton Noxon
Ken Wilcox	Philip Toghil
Chris Upton	

UKPA(M) Annual Conference

The arrangements for the 1992 Annual Conference are as follows:

Conference will be held on Wednesday 25th and Thursday 26th November at the Copthorne Tara Hotyl, Scarsdale Place, Kensington, London W8 5SR
Tel: 071 937 7211

Accommodation has been reserved at the Copthorne Tara for the nights of 24th and 25th November. The cost of the accommodation will be £80 per night (single occupancy), £90 per night (double occupancy). Prices are inclusive of full English breakfast and VAT.

Additional nights prior to or following Conference can be arranged at this preferential rate.

A Hotel Booking Form should be completed and returned to the UKPA(M) office, to arrive no later than Friday 30 the October 1992. This will guarantee your accommodation.

Hotel bills must be settled by the individual.

Conference Programme

Tuesday 24th Nov
Section Committee Meeting

Wednesday 25th Nov
1030 - 1700 Conference

Thursday 26th Nov
0930 - 1700 Conference

Registration Fee

A Registration Fee of £50 is payable, covering the cost of lunches, teas and coffee for the two days. Cheques in advance payable to UKPA(M).

Advertise in The Pilot

Advertisers, both commercial and private, are welcome. Rates are available from the Editor.

Discount Travel

HOVERSPED - SEACAT

Remember you still have a 25% discount on the Dover-Calais Seacat service during the winter. Your Hoverspeed discount letter id 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.

SEALINK STENA LINE

I am pleased to offer you a 25% discount on applicable fares valid until 31st December, 1992 for travel with Sealink Stena Line on the Larne-Stranraer service.

Reservations may be made by contacting my office at Larne 0574 273616. Please advise the clerk of your reference number (T2/775).

Tickets will be issued at the reduced rate on receipt of payment prior to departure at the booking office in Larne.

ME McWilliam, Passenger Manager

NORTH SEA FERRIES Hull-Rotterdam

I have discussed with my Reservations Controller the simplest method for bookings to be made by your members and we feel that it would be appropriate for them to state that they are members of the United Kingdom Pilots' Association at the time booking. Our staff will then initiate the 10% reduction upon making their reservation (for Passenger Reservations telephone 0482 77177).

AE Farrel

UK Passenger Sales & Marketing Manager

THE PILOT

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