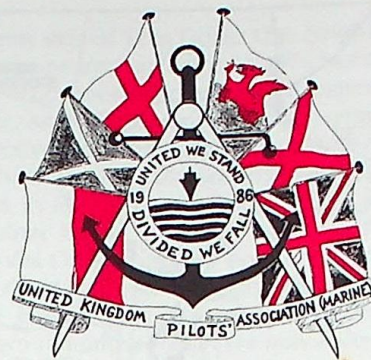


# THE PILOT

APRIL 1994

No. 237

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



## Editorial

On the 1st April 1994 the first watch of retrained Port of London Authority Pilots will take over as Duty Officers to oversee the day to day navigation by shipping in the River Thames.

Whilst applauding the thinking of the Port of London management on the future of their VTS, this has not been an easy transition. The present long term Duty Officers have had to diversify to other duties; six will be entering the pilotage during the year. Some are bitter at the loss of their former career structure and it will be no easy task to integrate pilot and port officer.

In years to come no doubt everything will settle down, but with the benefit of hindsight how much better it would have been if the shipping industry and government had thought things through years ago and realised that a pilot is licensed to navigate his area and such a licence should also be a necessity for any Port Control function, including that of Harbour Master.

Why the animosity between Harbour Officers and Pilots grew up over the many years is too complicated to consider, although earnings were a contributory factor. Fault on both sides no doubt, but it seems obvious that any future safety function performed by any navigational officer, and pilots and port control officers certainly fall into this category, should be carried out by people with similar qualifications.

Even more encouraging if management were to originate from the same source. What enlightened thinking, to have someone in charge who knows the job!

John Godden  
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Tel 0304 612752

## Feature

# Tees Bay ~ A History of its Ports and Pilots

## MIDDLESBROUGH

The first port on the River Tees was established at Yarm in the 12th century, about 25 miles from the mouth of the river. However it took vessels as long to navigate to Yarm as it did to sail to the Thames. Yarm was the first bridged crossing point over the Tees and on the busy trade route between York and Durham. A three day trading fayre, at Yarm, has continued to the present day. In those days vessels traded between Yarm and Scotland, France and Flanders. Cargoes included wool, wine, hides, salt, cotton and agricultural products.

Yarm remained the main port of the area until the 15th century when the more conveniently situated town of Stockton began to develop. Stockton is 12 miles downstream of Yarm and in 1771 the first low bridge, 116 years later to be rebuilt as the current Victoria Bridge, was built and this ended Yarm's existence as a port.

By the beginning of the 19th century Stockton was firmly established as a major port. However the meandering river caused delays to vessels and something had to be done to improve things. In 1808, the Tees Navigation Company was formed with powers to improve the navigation between Stockton and the sea. Their first priority was to create the Mandale Cut, a 220 yard cut at the neck of a looped bend in the river, which shortened the distance from the sea to Stockton by 2.3 miles. This was completed by 1810 and a further cut in 1831 shortened

the distance by another 0.75 of a mile.

In 1822 the first of the backbone exports from the River Tees started; coal from the South Durham coal mines. Stockton's importance as a port was further improved by the opening of the Darlington and Stockton railway in 1825. Famed as the birthplace of the railway, the original track embankment and ticket office, where the first fare paying passenger bought a ticket, is still standing today.

Coal was the main export of the Tees for some time, but Stockton's position, so far up river, hampered its development. In 1828 a group of Darlington Quakers, headed by Joseph Pease, surveyed a site nearer the mouth of the river. This site was at the hamlet of Middlesbrough. With a population of only 25 in 1801 Middlesbrough was only a farm, surrounded by fields and below it, to the sea, vast mud flats that formed the large estuary of the river.

Joseph Pease wrote in his diary as he stood in this wilderness:

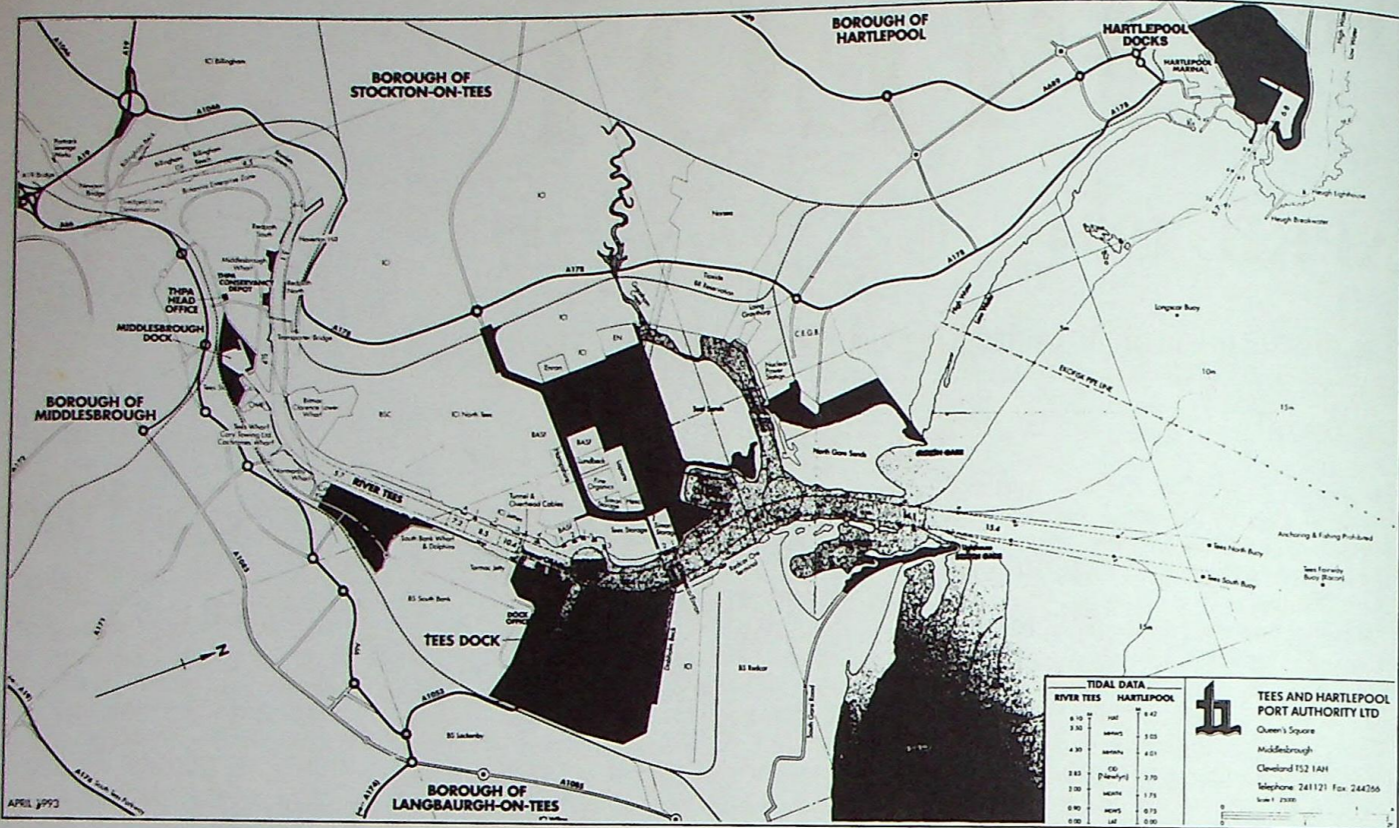
*"Imagination here had ample scope in fancying the coming day when the bare fields we were then traversing would be covered with a multitude and the coming and going of great ships would denote the busy seaport."*

The Quakers formed the Owners of the Middlesbrough Estate (OME) and bought 520 acres of land at Middlesbrough and built the new coal terminal, Port Darlington. At the same time, an Act was passed to extend the railway to Middlesbrough and coal exports commenced in 1830.

Middlesbrough rapidly began to expand and in 1833 the first ship was launched from the Middlesbrough ship yard of James Laing. Coal remained the main export, but, with the development of other ports in the area and the limited water alongside Port Darlington, there was concern for the future of the port. OME therefore decided to build an enclosed dock just downriver from Port Darlington. In 1842 Middlesbrough Dock was built, an enclosed dock of some 9 acres

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with capacity for 150 small vessels. The dock was subsequently expanded twice, the last being in 1898 to its present size of 25.5 acres.

In 1850, Bolkow and Vaughne discovered iron ore in the Cleveland hills. This happened at a very opportune moment because coal export from the Tees was declining. Many blast furnaces were built on the banks of the Tees, with various wharfs to deal with this rapid expansion in trade. The nearest to the mouth of the river was a half mile jetty to Redcar Wharf. Other jetties included Eston Jetty, Cargo Fleet Wharf, Giers Wharf and Newport Wharf. By 1914 Teesside was one of the world's leading centres of heavy industries. Middlesbrough rapidly overtook Stockton in importance of sea trade and although there are few statistics available for trade in the river during the 19th century, in 1886 the river handled 2,050,000 tons of cargo, of which 90% was handled at Middlesbrough.

The world owed much to the industry on Teesside at this time. Ship building was very much on the increase to accommodate expansion in overseas trade and Teesside produced the iron plates, bars and angles needed for the task. In addition Teesside played a major part in the world wide expansion of the railways by exporting rail track all over the world. Sir HG Reid stated in "Middlesbrough and its Jubilee":

*"The iron of Eston has diffused itself all over the world. It furnishes railways to Europe; it runs by Neapolitan and Papal dungeons; it startles the bandit in his haunt in Sicilia; it crosses over the plains of Africa; it streaks the prairies of America; it stretches over the plains*

*of India; it surprises the Beloochees; it pursues the peggimus of the Ganturi. It has crept over the Cleveland Hills where it has slept since Roman times and now like a long and invisible serpent coils itself around the world."*

In less than 20 years, from 1850, Teesside had become the world's leading centre for the production of iron.

In the mid 19th century, with increased trade and competition from the Hartlepoons, the Tees Navigation Company was unable to develop the river to keep pace with required expansion. They found they were unable to finance the work required to deepen the river below Middlesbrough, still a vast mud flat with some training walls and reclamation going on. In 1852 an Act was passed to allow the Tees Conservancy Commission, (TCC) to take over the duties of the Tees Navigation Company. The TCC was to remain until 1967. This new organisation, with access to grants and funds, created the river route from the mouth to Middlesbrough as it does today. The most southerly of the channels running through the mud flats was chosen and training walls were built. Slag, from the many iron works, was used in the construction of these walls and the South Gare breakwater. The result of this development meant that the river scoured out to a depth of 25 feet at the bar, in the early years it had been only 2.5 feet! The building of South Gare was at first deemed to be too expensive, but a great storm in 1861, causing the wrecking of between 50 and 60 vessels within sight of Hartlepool and Tees Bay, altered that view. The breakwater was commenced in 1863 and the North Gare breakwater was

commenced in 1891.

Reclamation, both north and south of the river in the lower reaches, continued over many years. By 1892 some 2400 acres of foreshore had been reclaimed and by 1952 3400 acres. In fact most of the industries on the banks of the river today are built on reclaimed land.

Ship building at Smith Dock was one such area to be reclaimed from the sea. In 1905 the site for Smiths Dock could only be surveyed at low water. The area chosen was reclaimed and within five years two dry docks and a slipway were built and ship building and ship repair work commenced. Although ship building had been going on in the river since 1833, with 1953 being the peak year, Smiths Dock was to be the last yard to carry out the practise on the river. This ended in 1987, although the ship repair yard was to re-open soon after and the slipways converted to conventional and heavy lift jetties for the offshore industry. Haverton Hill, further up river, built the largest vessels to sail from the Tees. These were 167,000 dwt oil bulk ore carriers, built in the early 1970's. This expertise in ship building has not been totally lost. In recent years the offshore industry has been served well with modules of all shapes and sizes being built on the river Tees and at Hartlepool.

Middlesbrough Dock remained under the control of the railways and it wasn't until the second world war that a road was linked to the dock. This road passed over 18 railway tracks. Prior to this all cargo to and from the dock had to be handled by rail. As a result of this, trade to and from Middlesbrough Dock was restricted and development elsewhere became necessary.

From the middle of the 19th century trade on the river was generated predominantly by the heavy industry in the area. Imports were basically raw materials and of this iron ore formed the major part. However, just before and to a much greater extent, after the war, the petrochemical industry developed.

The TCC at the end of the war analysed the future requirements of the industries on the Tees. This involved deepening the river, the developments in the petrochemical industry, and a need for new deep water docks and oil jetties. As a result of this study two oil jetties were built 3.5 miles from the mouth of the river. This was followed by 5 deep water berths and the formation of Tees Dock. Unlike Middlesbrough Dock, Tees Dock was tidal and dredged to a depth of 32 feet. The oil berths, completed in 1955, were used by ICI who were developing the new ICI Wilton site. In addition Shell Mex and BP used the berths for their new distribution centre. The development of Tees Dock was the last major act of the TCC because 1967 saw the formation of the Tees and Hartlepool Port Authority. This unified Port Authority set out to centralise port operations down stream in order to make economies in the maintenance of the river. The greatest casualty of this was Stockton and in 1967 sea trade to Stockton ceased.

ICI, developing the 2000 acre Wilton site on the south bank, also bought a 250 acre site on the north bank. On this site, in conjunction with the Phillips Oil Corporation of Oklahoma, a refinery was built. This had a capacity to process 5,000,000 tons of crude oil per year. A second refinery was also constructed by Shell on the south

bank between Tees Dock and Redcar Wharf. This refinery was to close 25 years later. These refineries, completed in the mid sixties, were able to accept vessels of up to 80,000 tons. The river was therefore dredged further and a 1500 foot turning circle dredged out by the entrance to Tees Dock.

The most recent backbone product of the Tees was commenced in 1973. The discovery of crude oil in the Norwegian sector of the north sea, their Ekofisk Field and the subsequent decision to pipe this some 200 miles to Teesside, led to the construction of the stabilizing and gas extraction plant on the reclaimed land at Seal Sands. This development at the mouth of the river included four jetties for gas ships and four for tankers up to 150,000 dwt. In 1978 one of the jetties was upgraded to

take tankers of 250,000 tons dwt. The main sea reach channel was deepened and lengthened and has a dredged depth of 15.5 metres and a 1700 foot turning circle, near the entrance to Phillips Dock, was dredged out.

In addition to ICI and Phillips Petroleum, storage tank farms play an important part in the river trade. In 1965 Saddlers, an established company dealing in oils and chemicals on the Tees, started a company called Tees Storage and developed a tank farm at Seal Sands with two jetties. In the late eighties a third jetty was constructed. Tar Residuals, which also had a tar and bitumen berth at Clarence Wharf, also developed a tank farm at Seal Sands with another two berths. In addition Monsanto, later to become BASF, built a small refinery at Seal Sands, again with two berths.

Nationalisation and rationalisation of the steel industry in the 1960's saw both a downturn and upgrading of steel production on Teesside. In the early seventies Redcar Ore Terminal became the main jetty for raw product imports. This jetty was upgraded to accept vessels of up to 200,000 tons. A massive expansion plan, on reclaimed land, centralised all steel making to a furnace behind the ore terminal. This raw steel was sent in a half circle to the finishing plants and hence to the Steel Export Terminal in Tees Dock. This expansion at Redcar of course meant that other jetties further up river closed and the blast furnaces were dismantled. Jetties such as Cargo Fleet, South Bank became derelict.

The discovery of potash at the Boulby Potash mine south of Teesside, prompted the development of the Potash Terminal on

the east side of Tees Dock. This development came into operation in 1974 but did not live up to the expected volume of seagoing traffic. As time went on, any cargo suitable for conveyor belt loading, was handled at the berth. In 1981 the port had come full circle in its variety of exports when the terminal began handling coal for the National Coal Board. The Potash Terminal was about half the length of the quay on the west side of Tees Dock, which became known as number 1 quay. The remainder of the quay from Potash became number 2 quay and two further berths were available for the diverse cargoes handled in Tees Dock. In addition at the bottom end of the dock two Ro-Ro berths were built.

Tees Dock handled liner trade from various parts of the world and to this day includes Ro-Ro trade, on a weekly basis, from Poland and Sweden and on a daily basis from Zeebrugge. Nissan cars are also imported and exported from the dock. This trade, soon to be lost to the Tyne, forms a large proportion of the cargo handled within the dock.

Just down the river from Tees Dock, Bell Line developed their container terminal. In recent years this trade has increased and their jetty has been doubled in size to enable two vessels at a time to be worked.

It can be seen from the above history that the main port operations has moved progressively to the mouth of the river. The main pilotage district of the Tees now stretches from the Fairway Buoy to Billingham Oil jetty, some 10 miles in distance. Stockton's fate, as a port, was sealed in a similar way to that of Yarm some 220 years earlier, when the lifting Newport



Phillips Dock with 'The Rot' in the foreground

Bridge was welded shut to sea going traffic. Just above the Newport bridge the Tees barrage is being built. This will enhance the water borne leisure pursuits of Stockton and the priority for river use will advance greatly towards the leisure industry. Below Newport bridge the commercial sector of the river continues with trade throughout the world. Crude oil, chemicals, gas, iron ore, coal, cars, steel products, fertilisers, general and bulk cargoes and containers to name but a few of the imports and exports from the river. In 1991 the status of the port altered from a trust port to the private sector when Teesside Holdings Ltd. became the new owners.

The port cannot continue its path much nearer to the mouth of the river as it is now. The future, therefore, perhaps remains in the areas previously used by iron works and other industries that have long gone and left a vacant site.

One question must remain of the vision of Joseph Pease 166 years ago, could he possibly have imagined the size of ships and depths of water that his busy seaport would eventually see?

*Middlesbrough Dock in better times*



## THE PILOTAGE SERVICE

In 1487, Henry VII gave permission for dues to be collected from ships and to use the proceeds to improve navigation.

Then in 1606, James I extended the influence of Trinity House of Newcastle-Upon-Tyne, to cover the coastline between Holy Island and Whitby. They were also empowered, amongst other things, to charge duties on cargoes, charge for lighthouse dues and appoint pilots. As the number of pilots at a port became too large to be administered from Newcastle, a ruler of pilots was appointed for that port.

In 1811 Trinity House appointed the first ruler of pilots to administer the pilots of Hartlepool and the Tees.

The main trade, up until the opening of Middlesbrough Dock in 1842, had been to the ports of the Stockton and Yarm. In 1665, 12 ships called at Stockton, 10 years later the number increased to 84. By the early 1700's ships of 300 to 400 tons were unable to use the port of Yarm because of the poor navigation state of the river. A bridge built at Stockton in 1771, having arches of 21 feet in width, also limited the size of vessels that could reach Yarm.

One of the most difficult manoeuvres was to pilot a vessel through the arches. This could only be attempted on the flood tide and on small ships with hinged masts. On approach to the bridge and with as much speed that could be safely handled, the sails were dropped and the masts lowered. Loss of steerage meant danger of collision with either the bridge or other vessels moored alongside the banks.

The opening of Middlesbrough Dock led to a shift in trade from Stockton to the new port of Middlesbrough. Middlesbrough Dock was reached by a dredged channel over a quarter of a mile in length and with a depth of 19 feet at the highest tide. A set of gates at its entrance maintained the inner depth of 25 feet at all states of the tide. In 1897, 5247 ships were handled in Middlesbrough, whilst 966 ships were handled at Stockton.

The increase in trade to Middlesbrough led to Trinity House appointing the first Pilot Ruler, James Harris, in 1854. He introduced various rules that all pilots had to adhere to, infringements being dealt with by Trinity House, Newcastle. They could either endorse, suspend or even cancel a pilot's branch or licence, depending



*Looking down Tees Dock*

on the severity of the case.

Over the next few years the authority of Trinity House was gradually eroded until, in 1882, the authority to provide and administer pilots passed to the Tees Pilotage Commission (TPC), a locally appointed committee.

Many of the Tees Pilots lived at Hartlepool and Seaton Carew and many had branches for both Tees and Hartlepool. Hartlepool, at this time, was the only port in the country where pilots held a branch for two ports.

When the TPC took over the authority for pilots, those holding branches for both ports had to decide whether to retain their Trinity House branch for Hartlepool, or apply for a licence for the Tees.

The Commissioners laid down their area of authority and also the policy for recruitment and training of future pilots. An apprentice was, at this time, indentured to a pilot who owned his own cobble. During his apprenticeship he had to serve at sea for six months on a sailing ship and six months on a steam ship. He then returned to the Tees to assist until a vacancy occurred for a pilot.

An applicant who was successful at examination was granted a restricted licence and then, after a period piloting smaller vessels, he could apply for examination for a full licence. As the size of ships using the port increased, the Commission introduced a number of grades of licence.

The Pilotage Act of 1913 introduced changes, one of them being that future pilots would be indentured to the TPC rather than individual pilots.

In 1922 the TPC was superseded by the Tees Pilotage Authority (TPA). This was controlled by a board of directors made up of pilots and prominent persons with

interests on the river.

Amongst the changes made were that apprentice pilots would, for the first time, be paid. A first year lad would receive 10 shillings per week. The licence tonnages were altered and 4 classes were introduced.

In 1937 it was ruled that ex-apprentices applying for a 4th class licence had to hold a 2nd. Mates (FG) certificate. Apprentices joining after 1949 had to sign indentures. These continued until 1954. From 1961 the TPA decided that all future applicants should hold a Master's (FG) certificate. The apprenticeship system was therefore terminated.

In the late 1960's and early 1970's the approaches to the port were improved to enable larger and deeper drafted vessels to use the river. The approach channel was deepened and extended to 2.5 miles past the South Gare Lighthouse. The fairway buoy was moved outward to mark the beginning of the new dredged channel.

As much larger ships would now be visiting the Tees, it was decided to send a group of senior pilots to Rotterdam to gain experience in handling VLCCs. These techniques were then passed on to other pilots.

The next major change to pilotage came with the 1988 Pilotage Act, which gave the CHA, the Tees and Hartlepool Port Authority, the mandate to alter the way pilotage was run in the ports of Tees and Hartlepool. These changes meant that in a little over 100 years pilotage in the ports had come full circle and once again dual licences were gained. Existing pilots at Hartlepool and those under the age of 55 on the Tees, trained for their dual licences. Most pilots gained full licences for both ports. At the same time the pilot boat at Hartlepool was

disbanded and all boarding and landing is now done from the cutter out of the Tees. New pilots train for both ports simultaneously and are issued with combined Tees and Hartlepool Licences.

Following the 1988 Act, the pilots of Tees and Hartlepool formed a co-operative. The agreed proper number, including the duty pilot, was 40 although more were previously licensed. Through normal retirement the number was reduced to 40 and the pilots worked in 5 watches of eight. This year, with the imminent loss of Nissan, the number of pilots will be reduced to 38. Recruitment is on going once again following an eleven year gap, when numbers steadily declined as pilots retired, and were not replaced.

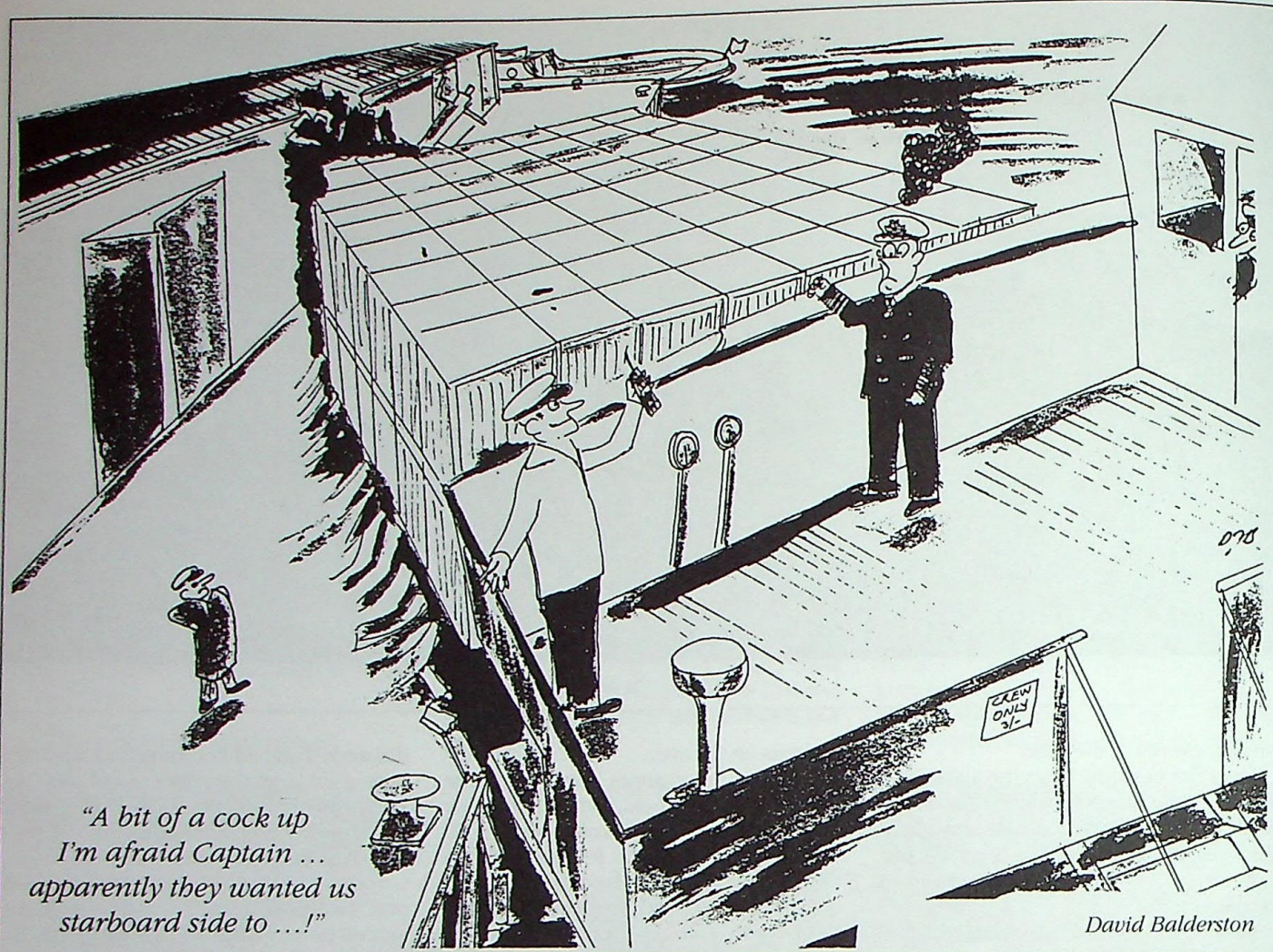
The future of the pilot service in Tees Bay will, hopefully, be as good as the past. We are very much in the world of shareholders and profits since the port has been privatised but, nevertheless, remain independent, maintaining the high standard that our profession demands.

*The River Tees* John Wright  
*The Pilotage Service* Joe Wilson

The second part of the Tees Bay History – The Hartlepoons – will appear in the July issue of *The Pilot*.

### 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**.



David Balderston

## BOOK REVIEWS

### CUTTER CONFUSION

by Trevor Calcott Walker.

Written by a recently retired Tees Pilot this delightful book tells of his days as a Boathand Apprentice on the old coal fired pilot cutter *B O Davies* serving ships at the mouth of the Tees. The chatter of the Aldis lamp and the sounds of the motor boat being launched, the descriptions of pilots, ships, ladders and the smells and weather conditions we can all recognise where ever we serve, make this a good read for anyone with an interest in the sea. But really it is for every pilot's bag and for every retired pilot's bedside table. It is a book I could not put down and one to which I will return. It is of a training system for pilots now gone but one which without doubt must have produced fine seamen, for they needed to be to survive the rigours of service in the *B.O. Davies*.

The Pentland Press Ltd. 1 Hutton Close, South Church, Bishop Auckland, Durham, UK. Price £9.50

P J D Russell FNI, London Pilot

### SMALL BOAT DOWN THE YEARS

by Roger Pilkington

Roger Pilkington began his series of inland voyages in 1948 with the purchase of a war-surplus admiral's barge, *Commodore*. "Small Boat Down the Years" is the twentieth and last of his acclaimed and highly successful 'Small Boat' series which, starting with "Small Boat Through Belgium" in 1957, chart forty years of travel and exploration on the inland waterways of England, Europe and Scandinavia.

As in all the books in this series, in "Small Boat Down the Years", Roger Pilkington combines practical nautical advice with his interest in science and engineering, his love of nature and his enthusiasm for legends and medieval history which have won him so many admirers over the years. It is a fitting reward that in Sweden two almost derelict canals were restored as a direct result of his forcing his right of passage, one of which was opened with a salute from a canon of the *Wasa* which had lain at the bottom of the sea for over three centuries.

In this book Roger Pilkington looks back over some of the most memorable events which befell him and his travelling companions during the many journeys they

undertook down the years: being stuck under a bridge in Reading; stranded, fortunately by moonlight, on a Dutch dyke; having a bridge in Sweden demolished to allow his boat to pass; being assaulted by a disgruntled French angler and meeting a ghostly barge in Belgium. Pilkington's natural humour and humanity, together with his dogged determination, ensure these journeys come brilliantly alive in the telling.

Roger Pilkington's books have been translated into Swedish and German and published in the United States and have a devoted following. As a delightful summation of *Commodore* and *Thames Commodore's* many voyages, "Small Boat Down the Years" is a must for the active inland voyager, the armchair traveller and the many thousands of Small Boat fans round the world.

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Book reviews are always welcome for publication.  
Editor

## Technical Committee Report

### The Merchant Shipping (Pilot Ladders and Hoists) (Amendment) Regulations 1993, Statutory Instrument 1993 no. 3232.

Statutory Instrument 1993 no. 3232, came into force on 31 January 1994 and amends the 1987 Merchant Shipping (Pilot Ladders and Hoists) Regulations-Statutory Instrument 1987 no.1961.

Having earlier sought comment on a Draft MS Notice, from a list of consultees that includes the UKPA(M), the Department of Transport are shortly to issue M Notice no.1539 on Arrangements for Pilot Transfer.

The Requirements of the amendments apply to all arrangements for pilot transfer put into place and to equipment installed on or after 31 January 1994.

The 1987 Regulations continue to apply to all arrangements for pilot transfer put into place and to equipment installed prior to 31 January 1994 and to which M Notice no.898 (issued September 1979) applies. However shipowners and masters are encouraged, when reasonable and practicable, to apply the amendments to equipment which is replaced or modified on or after 31 January 1994 and the Department strongly recommends that hoists manufactured prior to that date should remain in service only with certain modifications.

A simplification of the 1993 Amendment Regulations is as follows:-

*The responsible officer supervising the rigging of the transfer arrangements shall be in communication with the bridge and arrange for the escort of the pilot by a safe route to/ from the bridge.* (addition to 6d)

*Those rigging or operating mechanical equipment be given instruction in safe procedures and that such equipment is to be tested prior to each use.* (6e)\*

*With a combination rig, the accommodation ladder shall lead aft.* (rewording of 7.2.a)

*The angle of slope of an accommodation ladder shall not exceed 55°* (7.2.c)\*

*When in use, the lower platform of an accommodation ladder shall be horizontal and any intermediate platforms to be self-levelling* (7.2.d)\*

*The accommodation ladder and its platforms shall be fitted with stanchions and handrails/ band ropes on both sides.* (7.2.e)\*

*At night, the full length of the accommodation ladder shall be adequately lit.* (7.2.f)\*

*Dimensions are given for a trap door fitted in a lower platform and the pilot ladder shall extend through the trap door to the height of the handrail.* (7.2.g)\*

*A pilot ladder shall be capable of reaching the water and with due allowance for an adverse list of 15°.* (addition to 7.3)

*Pilot ladder steps shall now be not less than 400mms between the sideropes - as against not less than 480mms long.* (7.4.d)

*Man-ropes shall be not less than 28mms in diameter - as against 20mms.* (7.6.i)

*Safe, convenient and unobstructed passage shall be ensured between the head of transfer arrangements and the ship's deck.* (7.8.a)

*Shipside doors used for pilot transfer shall not open outwards.* (7.8.d)\*

(\* refers to new requirements)

Various amendments are made to the regulations specific to the pilot hoist and in addition to certain dimension changes, include the fitting of an interlock to prevent operation if not correctly installed, operational working loads, minimum safety factors for the falls and the requirement for the hoist to remain level should one fall break.

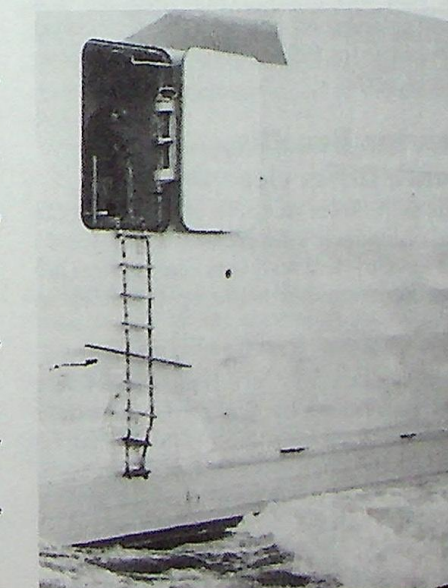
Of particular importance is the recognition of, and the amendment, that where a belting is fitted in the way of a hoist position, the belting shall be cut back sufficiently to allow the hoist to operate against the ship's side.

Pilots should take particular note that the Department in the drafting of the new M Notice no.1539 recognise the risks to the pilot boat particularly with badly sited, non-complying transfer arrangements and paragraph 9 states that:-

"The offering of a proper lee to the pilot boat by the ship is of great importance. The arrangements for boarding should preferably be sited as near amidships as possible, but in no circumstances should they be in a position which could lead the pilot boat to run the risk of passing underneath overhanging parts of the ship's hull structure."

CM Irving,

Chairman, Technical Sub-Committee.



Regulation 7.8d?

## UKPA(M) Annual Conference

In the January edition of *The Pilot*, the front page editorial raised the matter of the cost and relevance of our annual conference.

The rules of the Association require us to have an Annual General Meeting, in order to agree the audit and set a budget, as well as for the election of the officers to run the Association for the following 12 months.

Within those constraints, the only alternative by which we could reduce our expenditure would be by having a one-day meeting only.

This would entail all of the business being compressed and hurried through and indeed little or no debate would take place; and I feel this would be counter-productive and in the long term self-destructive.

One of the most valuable aspects of the conference is the opportunity it provides for members around the country to meet and discuss their respective districts. In this way one of the greatest problems we have, that of isolation, is in part offset. From Smith Square we do circulate information, ideas and news, but there is nothing as effective as meeting face to face.

One of our innovations, that of having Conference away from London every other year, is an attempt to assist this process and anyone who attended at Edinburgh or at Hull will, I feel, agree that this is helpful to us. A plus factor of this policy is that Conference is generally more cost-effective away from London.

London, though, is important to us, as most of the organisations and individuals with whom we deal are based here and so every other year we are able to invite them to meet us informally over luncheon or a drink, a process which we feel helps to promote better understanding of our position.

The cost of Conference (in the region of £10 to £12 per member) is in our view money well spent. Without our annual meeting Pilots would rightly feel they have no forum for expression of their wishes and to instruct the Section Committee towards the future role of the Association.

P P Hames,  
Chairman UKPA(M)

## Advertise in The Pilot

Advertisers, both commercial and private, are welcome.

Rates are available from the Editor.

## PENSION NEWS

### Income Tax Codes

During the year, but particularly at the start of the new financial year, we often receive letters or telephone calls from our beneficiaries about their income tax codes.

All our pension payments are taxed under Schedule E, (PAYE), as indeed are the salaries of all employed pilots. Self-employed pilots switch from Schedule D taxation when we start paying their pension; we are deemed to be their new employer!

When a pilot retires we ask him to fill up an income tax form, a P161 and to send this to the Fund's tax office. Similarly, a widow is asked to complete a brief form known as a Stencil 84. HM Inspector of Taxes at LP5 district, Salford will then obtain the pilot's tax file from his previous tax district and will calculate a code number for him. He will also assess the widow's financial position and provide us with a tax code number. If the new pensioner had been a self-employed pilot immediately before retirement, the calculation of the code number might take two or three months to filter through to us. Although the tax payer is sent a Notice of Coding by the tax office it is not always confirmed to us immediately and we cannot put a tax code into operation until the tax office advise us; unfortunately we cannot act upon a copy of the individual's Notice of Coding.

Although we all recognise that we have to pay tax on our income, there is one area that causes considerable confusion, the treatment of state pensions. These benefits are paid to individuals without any deduction of income tax, that is to say they are paid gross. If the person's only source of income is the basic state pension then tax is not payable because personal tax allowances generally exceed the basic state pension. The problem appears when other taxable income is received, such as an occupational pension, because the state pension which is a taxable benefit, uses up most of the personal allowances and thus the majority of the occupational pension becomes taxable.

The following calculation is a simple example of this, based on a single person.

Basic State Pension	£2,995.00 pa
Occupational Pension	
(eg PNPf)	£7,000.00 pa
Total Income	£9,995.00 pa
Less Personal Allowances	£3,445.00 pa
Taxable Income	£6,550.00 pa

To ensure that sufficient tax is collected, a tax code would be calculated, as follows:-

Personal allowances	£3,445.00
Less Basic state pension	£2,995.00
Balance of tax allowances, set against other income	£450.00

The majority of tax codes have suffixes of H, L, P or V and the tax code number indicates the individual's personal allowances, thus in the example above, the PNPf would have been given a tax code of 45L, representing the balance of tax free pay of £450.

From April 1994, the income would be taxable at the rate of 20% on the first £3000.

= £600.

and at 25% on the remaining £3550.

= £887.

The tax deducted from the occupational pension would thus amount to £1,487.00.

The total net income would be:-

Occupational Pension (Net)

(£7,000 - £1,487) £5,513.00 pa

Basic State Pension

(paid Gross) £2,995.00 pa

Total Net Income £8,508.00 pa

The Inland Revenue produces a useful leaflet; P3(T) PAYE Understanding Your Tax Code which often accompanies a Notice of Coding. If you have not received one, your local Inland Revenue office should have supplies.

### AVC Scheme

We are approaching the time of year when employed pilots can top up their AVCs by making a lump sum payment. Deborah Marten will have sent out the necessary forms by now; please complete and return them by the deadline date if you want to be included.

We have recently received confirmation from Equitable Life that they have improved their terms for certain AVC policies. They have introduced a sliding scale of charges and as your total AVC contributions now exceed an average of £750,000 pa. the charges will be reduced from the next renewal date, October 1994.

The bonus rates for 1993 have just been declared and the overall rate of return for the year was 13.0%. This is made up of a basic guaranteed rate of 3.5%, a declared bonus rate for 1993 of 4% and a final bonus rate of 5.5%.

### Pension Benefits Death in Service

This is the sixth example of PNPf benefits and one which, I am pleased to say, we do not have to deal with very often. There are two elements that make up the death in service benefit.

1. A capital sum which is paid under trust and distributed by the Trustees at their absolute discretion, although they may be guided by an Expression of Wish form completed by the member. It can be paid to, or for the benefit of, one or more of a class consisting of the Relatives, Dependants or the personal representatives of the member. The term Relative can include step-children and adopted children whilst a Dependant is

any individual who, in the opinion of the Trustees, has been wholly or partially maintained or financially assisted by the member.

There is no service qualification for the payment of the capital sum and it would be calculated as the greatest of:-

3 times the member's Final Pensionable Earnings at the date of death, OR

3 times the member's highest yearly Pensionable Earnings in any one of the last three complete calendar years or years ending on 30th June preceding death, OR £40,000.

but the sum must not exceed 4 times Final Remuneration.

If the deceased pilot's Final Pensionable Earnings (FPE) had been £12,000 and his Final Remuneration (FR) had been £12,500, the capital sum would be £40,000, being the minimum payment, in excess of £12,000 x 3 but less than £12,500 x 4.

If, however, the member's FR had been below £10,000 then 4 x FR would have become payable.

2. In addition to the capital sum, a widow's pension of 50% of the member's ill health pension, ie the amount that would have been payable had the member retired on ill health grounds immediately before his death, would become payable provided the member had accrued at least 5 years' pensionable service. This period can include any service provided by a transfer of previous scheme benefits to the Fund.

If the member's widow was more than 10 years younger the widow's pension would be reduced at the rate of 2% per annum for each year, or part year, that the difference in ages exceeds 10 years.

The widow would also receive, for each of the member's children, a child allowance of 25% of her pension. This allowance would be payable until the child reached 16 years of age, or up to age 19 if the child continued full time education.

The completion of an "Expression of Wish" form is important as far as the capital sum is concerned. Payments under discretionary trust are made without deduction of income or inheritance tax but if all of the death benefit is paid to a widow and she dies shortly after receiving the benefit, her estate will be subject to inheritance tax. Allocation of part of the death benefit to children at the time of distribution could avoid the payment of inheritance tax. Clearly individual circumstances have to be taken into account and it might be wise to seek professional guidance.

Next quarter we shall consider the benefits payable in the event of death after retirement.

We hope all our members and beneficiaries enjoyed a happy Easter.

Jan Lemon



## INTEGRATED VTS SYSTEM FOR PORT OF LONDON AUTHORITY

Since early 1986 the Thames Navigation Service at London has been using the £1.2 Million system known as POLARIS (Port of London Authority River Information System), covering the largest civilian surveillance area in the British Isles, watching over 80km of the River Thames and Thames Estuary. It includes the port approaches, the oil terminals at Shellhaven and Canvey Island, the Tilbury Dock complex and upriver as far as Erith.

### New Daylight Displays in Colour

The Polaris system uses five radars to provide continuous automatic surveillance of all vessels in the port and its approaches. The previously installed Decca PPI radar displays have been replaced by five Norcontrol VOC86 consoles which have high-definition daylight displays in colour.

Compared with the older PPI, the clarity of information on the Norcontrol colour display is outstanding. Each display has a complete overview of the moving traffic related to coastlines, buoys, navigation channels and other local fixed features.

The new consoles mean much better working conditions for the operators. No longer are they working in a darkened room, but in normal office lighting, with a view of the river.

### Automatic Tracking

Vessels entering the port approaches are automatically acquired by the radar and tracked. The tracking system automatically hands over inbound or outbound ships from one radar to the next. Vessels at anchor or at berths are also continuously monitored.

Ships are identified from the moment they enter the surveillance area. No manual plotting is needed. As each ship passes one

of the fixed reporting points, its progress is automatically entered into the port computer.

### Enhanced Traffic Picture

A digital scan-converter in each VOC86 console converts analogue radar signals to digital form for display on a high-definition colour monitor. This enables extensive use of computer-generated graphics to show local features on the same screen. All relevant information from local charts (coastlines, navigation channels, buoys, etc) is displayed with the radar information in up to five colours. Adjustable afterglow helps to show vessel movements.

A computer-generated speed and direction vector appears against each tracked vessel on the display. This enables the position, course and speed of a vessel to be seen instantly, a symbol automatically superimposed on the ship's radar image shows the status of the vessel. For example, whether it has been identified or if it is in a restricted area.

A unique feature of the Norcontrol display is the facility to select an area which is offset from the centre of the screen, then zoom in for an enlarged view of the area.

### Automatic Alarm and Warning System

There is a built-in automatic alarm and warning system based on information preset by the operator. It can signal an alarm if there is danger of a collision, risk of grounding, vessel off-course or exceeding the speed limit, or anchoring in the wrong place. Areas in which an automatic warning will be activated can be accurately defined. The position of every buoy is held in memory and any buoy drifting out of position will cause an alarm. If changes are required, for example to the river buoyage, the operator

can unlock the system memory to make the necessary changes.

### Operational Progress

The operators now enjoy the environment of a modern traffic centre in normal lighting conditions. The new system provides a continuous radar watch from a comfortable workstation with communication facilities at the consoles, including shipping R/T, telephones, PC terminals, facsimile and telex.

Traffic movement data is continuously recorded on magnetic tape. This can be replayed on the VOC86 console display, for training purposes or incident investigation. All voice communications with shipping are also recorded.

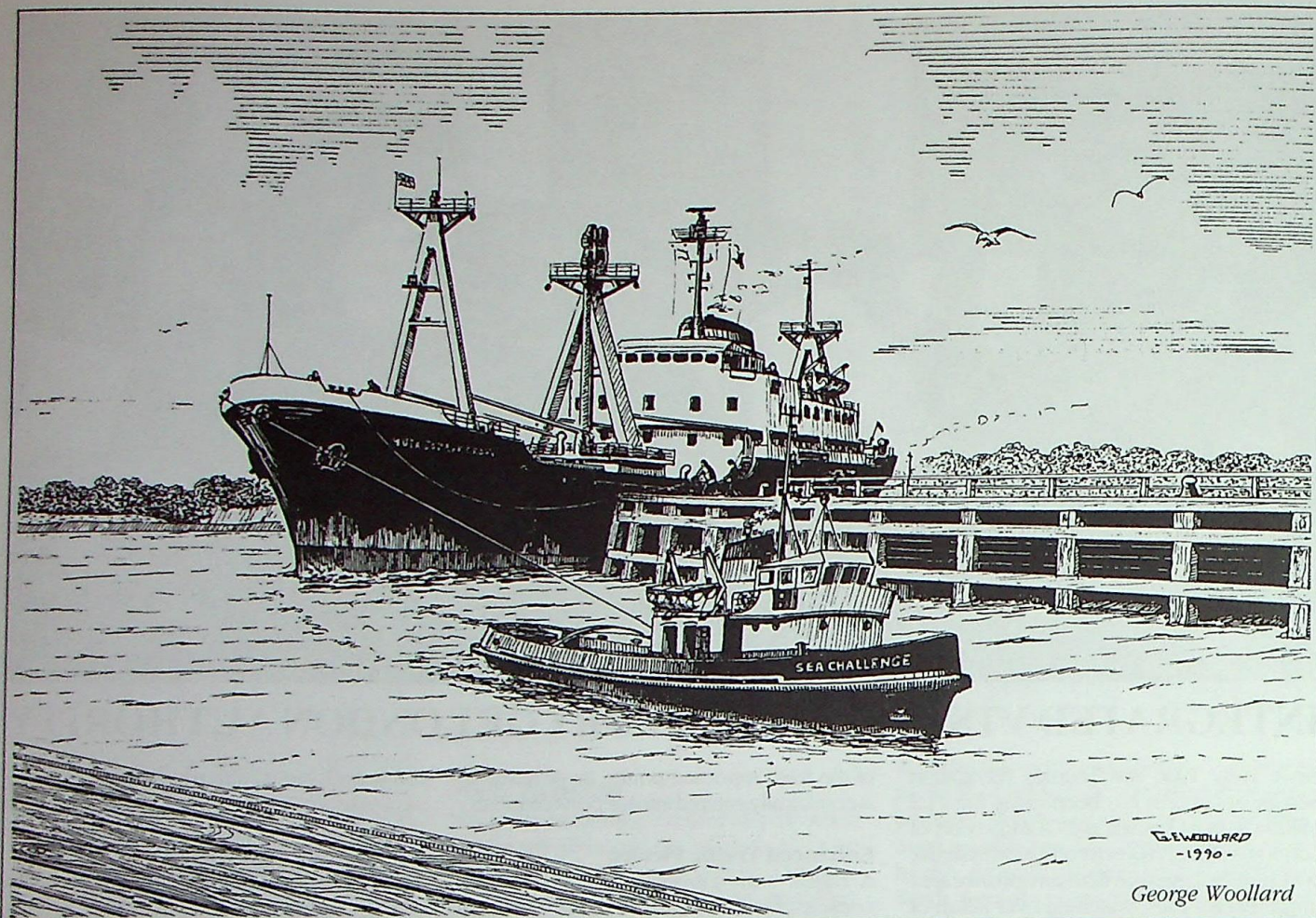
The Norcontrol Polaris installation has eliminated a great deal of paperwork. Data supplied to other agencies is an additional source of revenue for the port.

### Port Administration Link

IBM Personal Computers linked to the VTS consoles provide instant information on a vessel's progress: for example, anticipated arrivals and departures, list of ships at anchor, list of ships in the area. Information can be obtained from the PC screen or printed at the touch of a button.

Data from the Personal Computers is automatically supplied to the Port Computer, becoming available to port administration officials, pilots, customs, police and other users with their own computer terminals connected to the system.

The link between the Norcontrol VTS and the Port Computer is a further development in the VTS concept, streamlining port administration and providing a better service to shipping. For the port of London Authority it has meant financial and manpower savings.



## RECRUITMENTS & RETIREMENTS

### Aberdeen - Retirement

**Alex Main** retired on 24th December 1993 after over 19 years service as a pilot in Aberdeen.

Alex came from a fishing family in Hopeman on the NE coast. His father, not wanting him to join the fishing fleets and go to sea sent him off to Gordonstoun but Alex still got his way and went to sea with Elder Dempster. Later he joined the Fishery Research Service where he became a Master. On becoming a pilot he proved well suited,

as he is a man who is rarely flustered. When asked how a job had gone in a gale of wind he replied "Oh! No problem, she just blew in." Over the years he became well liked and respected by all who worked with him.

His friends and colleagues wish him and his wife a long and happy retirement.

*Paul Williams, Aberdeen Pilot*

*Does Alex come from Captain Jimmy Main's family, well remembered from the GSNC, and whatever happened to Marr Cumming, an old friend from Hopeman? Editor.*

### Retirements

R D Barnes	PLA London	Nov	1993
A Brines	Belfast	Dec	1993
M Field	PLA London	Dec	1993
W J Kirkpatrick	Belfast	Jan	1994
J H Law	Manchester	Jan	1994
R E Liley	Medway	Dec	1993
J M Lloyd	Manchester	Jan	1994
A MacDonald	Forth	Jan	1994
A Main	Aberdeen	Dec	1993
M M Rose	Forth	Nov	1993
J A Smit	Humber - Trent	Dec	1993
A Stanton	Tees	Nov	1993
T C Walker	Tees	Jan	1994
W R Warrington	Liverpool	Dec	1993

### Port of Belfast - Retirements

**Andrew Brines** retired on 30th November 1993. Andrew was licensed on 3/9/1963 after sea service with Bank Line and Shamrock Shipping.

**John Kirkpatrick** retired on 31st December 1993. John was licensed on 10/12/63 after sea service with John Holt - Guinea-Gulf Line. For the past 17 years John has been Trials Master for Harland & Wolff.

**Ted Crawford** retired on 5th February 1994. He was first licensed on 26/3/1969 having previously served with BP Tankers.

### Recruitments

**Brian Wilson** was authorised on 27/6/1993. He joined from Stena Sealink.

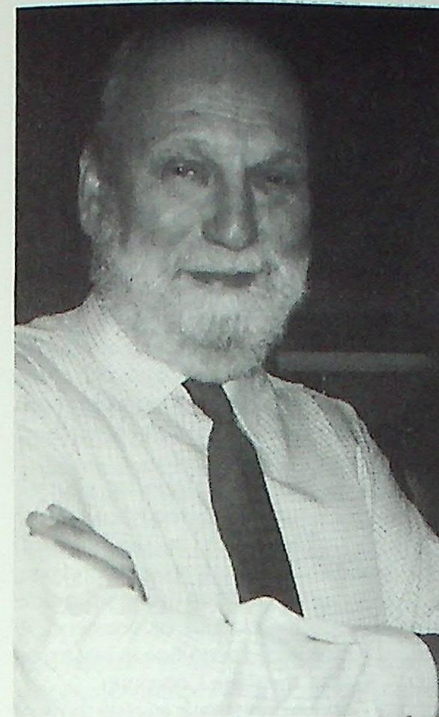
**William Todd** was authorised on 1/9/1993. He served latterly with Stena Sealink.

**Peter Gates** was authorised on 29/10/1993 after serving with Bank Line and POETS.

**Marc Verhoeven** also joined the service on 29/10/1993 from sea service with Becks Shipping of the Netherlands.

**Stephen Guy** was authorised on 7/1/1994. He joined the service from Stena Sealink, Stranraer-Larne Ferries.

## OBITUARIES



**David Beedell**

David a retired Medway Pilot died suddenly last September after a short illness. Born in Hove, East Sussex in 1927, the son of a MN Captain, the sea was David's love and life and joining the Merchant Navy during the second world war he served in the Royal Fleet Auxiliary until he joined the Trinity House Pilotage and became a Medway Pilot in 1962.

In 1988 along with his colleagues he was taken over by the Medway Ports Authority before taking early retirement in 1990.

David, a gentleman to all, was a keen sportsman and in latter years angling and golf were his main pursuits, along with his membership of the Isle of Sheppey Rotary Club where he was the Sports Officer for many years.

A raconteur, he had a story for every occasion and always one to suit the company he was with.

To Winifred, his wife for 34 years and Tony their son we extend our sympathy in the loss of such a loving husband and father.

David will be sorely missed by all who knew him.

### Ronald Leslie Howgego

Ronnie, as he was always known, was born at Ramsgate on 9th June 1905. He died on Sunday, 12th December 1993. He had suffered from Parkinsons Disease for some time. His funeral took place at Barham on Thursday, 16th December, with quite a few of his old colleagues present.

When Ron left school he was apprenticed to Sir W Reardon Smith's of Cardiff from January 1920 until April 1924. In November 1925 he was appointed 3rd Officer on

*SS Truro City*. He obtained his Master's FG Certificate in September 1930.

Ronnie remained with Smiths for approximately twelve years, leaving with the rank of Chief Officer to join a Coasting Company in order to gain local knowledge prior to entering the Pilotage Service. He was licensed as a Trinity House Pilot (South Channel) on the 14th February 1939 and no doubt had some exciting times in the following years. He retired on the 30th September 1970.

Ronnie was one of five brothers, sons of a seafarer, all of whom had Master's FG Certificates and when he died he was the last survivor. He was a big man, as were all the brothers, the name of Howgego being ever present in South Kents' seafaring fraternity. Ronnie was a family man and was always much respected by his Pilot colleagues who were sad to hear of his death.



**Robert H Teire**

We regret to announce the death on the 16th November 1993 of retired Liverpool Pilot Robert "Bob" Teire at the age of 73. As an apprentice, Bob was one of the few survivors from the stranding on No.1 Pilot Boat *Charles Livingston* on Ainsdale beach in a North Westerly hurricane in November 1939. Attempting to swim ashore Bob was found lying on the beach near Southport in the early hours of the morning by a passing horsewoman who took him to hospital.

He became a third class Pilot in September 1945, second class in October 1947 and first class in December 1949. In 1961 he was appointed 2nd Master in the Pilot Boats and rose to become Senior Master of No.2 Pilot Boat, *Edmund Gardner* which vessel is preserved in the Merseyside Maritime Museum.

Bob had a great love of fresh water fishing although he wasn't averse to casting the odd line off the Pilot Boat when the mackerel were running! His other love was canoe camping, together with his two sons and like minded fellow pilots on the waters of the Severn, Wye and Dee.

Bob took early retirement in 1975 and lived quietly in Beaumaris up to his death. He is survived by his widow Edna and two sons.

A contemporary colleague, Peter Agland, writes as follows, "I was with him for a number of years as second Master of No.2 Pilot Boat where he was well respected by the whole crew and much loved by his apprentices (the lads), most of whom are now Pilots. An excellent seaman and wonderful shipmate.

*Bob's survival of the Pilot Boat disaster in 1939 was something of a miracle as he was not a good swimmer by any means and in later years he would never talk about the incident. Twenty three people died on the night in question including eight Pilots and eight Apprentices. Three others were washed ashore like Bob and six more survived by clinging to the rigging until the lifeboat rescued them. Incredibly, the Pilot Boat was salvaged and returned to duty.*

*Brian J Graham, Hon Sec LPA(RD)*

# Letters

Dear Sir,

The January issue of *The Pilot* reached me today and once again I have to compliment you on a very fine and up to date magazine.

I am particularly pleased that on many occasions reports on European Pilotage are printed. EMPA featured twice in this particular issue videlicet (or maybe better viz.) the report on the Hull AGM and a report of a meeting attended by EMPA officers in Vouliagmeni, Greece.

If you re-read the report carefully (also the omitted part about our social activities!) you will notice that twice reference is made to Roger and I. This means that the report was not written by Roger Pereon. So far I never heard Roger Pereon use the word gremium, not only meaning lap but also aid, assistance, protection, inner, middle and first of all college of representatives. Maybe this Latin word is catching on, but then I would personally want to reserve the use of this word for pilot unfriendly meetings.

May your representatives be spared of too many meetings which can be considered gremia.

Robert Hofstee,  
President of EMPA, Rotterdam Pilot.

*What a delight to find another pilot with a Latin education. Does he, like me, remember that Caesar was continually "drawing up his troops into phalanxes" whilst "dividing Gaul into three parts!" As far as I know Caesar had little use for gremia. Editor.*

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Dear Sir,

## Pilot Ladders, Tricing/Tripping Lines

How much longer must we put up with this hazardous piece of rope?

I approach the ship on the lockside, there it is again. I can't get anyone to understand what I'm talking about. They put manropes over and then take them up again.

As I'm not boarding from a cutter, perhaps it doesn't matter now. On other occasions, at sea, I decline to board until the rope is removed. Sometimes delaying the ship while, I hope, the Master panics as his ship runs towards shoal waters while they sort the ladder out. I hope it may get the message home. At other times I feel honour bound to use the ladder, ropes and all, because the vessel is in a difficult situation and anyway, it's calm today.

I climb the 8 metres to the deck and then the 6 flights of stairs in half light. The Captain is effusive in his greeting, he'd give me the funnel if I asked. I glance around the wheelhouse and chartroom and there it is, the poster, see Captain, no line to the bottom of the ladder... "Ah yes Meester Pilot, but ladder is too heavy and my crew is too small... Ees not possible".

I've even been told that it is only a recommendation anyway and therefore not law.

It can make a bad start to the day to fall out with the Master in the first five minutes. I contain my anger until after the first cup of coffee and then try to explain. Think positive! Well Captain, if the rope was made fast above the first spreader, perhaps it is no danger.

We have all been there I guess? But I feel as if it is a losing battle and that I'm fighting it alone. Are other pilots as fussy? The captain tells me not. "Wass Okay in ... port yesterday."

Come on, blokes, let's stop permitting this. The shipowner puts nothing on the ship that isn't required by law. A decent ladder and fittings are about all we have. Let's insist on the right standards or am I fighting the battle alone?

Paul Gibbard, Bristol.

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Dear Sir,

Would you please be kind enough to point out in the next issue of *Pilot*, that the sketch in issue No.236 should have been captioned *SS Gorgistan* and not *MV*. She was a fine old ship, a triple expansion, three-legged, up and downer, as they used to say, built in 1929. After thirty one years of sterling service, she finally went to Japan to be scrapped in 1960.

I was privileged to do just one trip, round the land in her just before she went for scrap and never forgot the experience. Even then, she showed her paces and got us into Avonmouth on the Sunday afternoon tide after an impressive Bristol Channel dash, when all along we had expected to spend hours swinging on the pick in Barry Roads. I believe, at that time, Capt Farrar OBE was in command. The Chief was often heard to mutter disparagingly the OBE was for running away from a U-Boat and that he had been an OBE (Oil Burning Engineer) for many more years! Great days indeed, but I should hate the many ex-Stricks men in this area to take umbrage at seeing her described as a motor ship.

George E Woollard, Gloucester Pilot.

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Dear Sir,

After 34 years as a Pilot in this District, I do so look forward to reading *The Pilot*, containing such interesting articles to keep retired Pilots in touch with events.

Best Wishes to all the magazine staff and to please continue with the good work.

A. MacDonald, Barrow in Furness.

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Dear Sir,

A lot of Pilots take a very special interest in Pensions. Indeed pensions are only a delayed pay earned in the past, but I do feel your Pension articles only tell half the story. You really need to do an article on the State Pension which we all pay into and which every pilot pays for. How to get a State Retirement Pension Forecast – how much is in the State Coiffers for you? Any additional

pension in the system. How many graduated benefits a pilot has earned between 6th April 1961 – 5th April 1975 – remember that scheme? (to me its worth an additon at £7.45 per week). Can you pay any additional NI payments to improve your pension or indeed have you already paid the maximum allowed and any additional payments ie. 10% of pay is purely wasted. Most pilots will get 5 years free credit for 40 years work.

Ask for form BR19 at your Social Security office to fill in and send to Newcastle to find out what's in the State Computer about you and what you have earned. Back will come a detailed 7 page reply with good suggestions on how to improve, or if you have reached, the maximum.

Ideally you should do one for yourself and one for your wife to see what's in the Computer. The reply is really good information and I strongly recommend you, the Editor, to try it. Then write an article about the result. I would recommend all pilots over 50 should send one in just to see what is held in the State Computer.

Although everyone tends to only think of the PNPf, the State benefit pension for me is £300 pm and not to be sneezed at – no Maxwell will run off with that!

I strongly feel the UKPA has ignored the State Pension benefit and the time has come for a good sound article by you to put it right and you can feature yourself, the forms and the reply etc.

Pat Goode, PLA Pilot

*I was way ahead of Pat Goode, being that much nearer to retirement and obtained my Pension Forecast a year ago. I would endorse what Pat says, the returned Forecast is full of useful information. As he suggests, I will itemize my Forecast in the next issue, when space allows. Editor.*

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Dear Sir,

By the time – if at all – this letter is published, I shall probably be retired from a sea career that now spans 47 years but in the few weeks beforehand, I'd like to refer to your editorial in the October issue since, on many past occasions, I have shared your dismay and exasperation with the organisation of pilotage in the UK.

Like yourself, I viewed the 1987 Pilotage Act as the dawn of a new era, though perhaps from a standpoint which did not include the expectation of fair treatment of pilots but as a unique opportunity for them in a new and more important role, as part of the administrative team in port economy, which, in keeping with the Act's stated rationale, would encourage them to emphasise, quite openly, the commercial side of their past vocational training, by adding, where circumstances warrant it, the role port agent to their established one as a ships' pilot.

In 1986, to make this point and at the same time rebut the economic nonsense being promulgated by what was then – British Ports Federation Ltd, I circulated a letter

amongst contemporary colleagues and parliamentarians who were thought to be concerned. The letter was also published in the Nautical Institute's magazine *Seaways*.

Encouraged by the response, I then produced a short paper titled *Visible Trade Deficit and it's Correction* and mailed it off (in 1990) to Dr Hajime Sato, Secretary General of the Tokyo based International Association of Ports and Harbours with a request for publication in their house magazine *Ports and Harbours*. The thrust of the paper was to show that in external trade, resident taxpayers and not ship owners were the paymaster of port economy and that the mechanics of the reverse philosophy merely generate domestic currency inflation in the country after country, for year after year. Not surprisingly, bearing in mind the representative make up of that organisation, my request was refused.

A few UK pilots may well do nicely from the 1987 Pilotage Act, but in my view, the vast majority of them simply cannot and if this greater number wish to be held in higher esteem by fellow taxpayers throughout the UK and beyond, then in terms of commercial administration, they will have to adopt a higher work profile. They could start by asking themselves why, in spite of being legislated by Parliament into a reduced status vis-a-vis other peer groups in port economy, they sink the commercial side of their own past vocational training so as to subserve the interests of their new-found employers, instead of exposing to public scrutiny, the received wisdom of economics, in port administration.

The inescapable fact is that the 1987 Pilotage Act has promoted amongst harbour executives in general and British harbour executives in particular, the comforting but pompous notion that they are a unique and privileged section of humanity who must, not only be excused, but actually rewarded – with pay and pension – for their contemptible masquerade as factor sources of national income when simple arithmetic shows them to be factor sources of national debt.

Coming as we do from within the international brotherhood of professional seamen and with the anecdotal history of it's socially quarantined, often hazardous and (in peacetime) nationally thankless occupation to guide us, we know certain truths which have been around since pre-historic time when shipmasters first put to sea in dug out canoes, to earn freight, in the transport of seaborne trade. Those of us who are, or have been, observant enough, know that port executives, all around the world, are predatory tax collectors whose vocational business and the politically motivated sinecure they derive from it, is obscured, from the residential tax payers who pay their wages and take care of them and their families – behind a screen of legislative deceit and a pretence of knowledge on the subject of domestic currency inflation, by university trained economists.

Currying favour and grovelling upwards to dictators has always been an academic speciality and particularly so for that duplicitous tribe of pseudo scholars that, a few centuries back, hijacked the word economist to provide themselves, supposedly, with a veneer of academic rectitude for the vocational perfidy which has stood them in good stead down the ages and from one imperialist autocracy to the next. Today's academic economists with an equally persuasive story for the active promoters of either extreme socialism, predatory capitalism or in-between liberalism, help to promote and perpetuate monetary inflation by publicly claiming to know it's cause and cure, when in truth they are no better educated in the basics of that subject than a witch doctor from the upper reaches of the river Amazon.

Less understandable is the global readiness of, modern-day book and newspaper publishers, as well as producers of radio, TV news, current affairs media and respected – prize-giving – institutes, to seek out and provide these toadying impostors of both the academic and international business world with a sickeningly prestigious platform to perpetuate their cruel fraud on both naive legislators and resident taxpayers alike; untrained, as they have always been, to see through the despicable masquerade of port management and with little opportunity or practical experience to question the value of, Panamanian styled, executive credentials, in general usage therein.

It is in this sense, however unwittingly, or following precedent, that Nigel Stokes's article on Ramsgate, in the October issue of *The Pilot*, provides the usual opiate of romantic nostalgia which perpetuates past images of pilots that, nowadays, barely pays the family bills, whilst youngsters, not too long left school, in port agency service, run off to their High Street employers who next run off to their High Street chartering agents who next run off to non-resident ship management agents who next run off to resident and non-resident ship owning employers, with the rewards of port economy; which, in true market conditions and with a more important work role for pilots, could be better adopted as just reward, for their vocational service to the taxpayers who pay their wages, instead of ubiquitous ship-owners who seldom, if ever, serve anybody but themselves.

Notwithstanding all of this, the false picture of management competence which UK port executives pompously assert, can be exposed as an obvious sham with four pages from the UK supplement to Brines's Almanac for Christian Taxpayers which accompany this letter.

Two of the four pages, model – in national terms, for side by side presentation – a current account of the UK (for the year 1987) One model – (A) is constructed from official published figures, the other – (B) from the same published figures but with the addition of official unpublished figures. In Account

Model (A) the unpublished, port by port figures of external trade, when expressed as the aggregate of port contributions to national debt are not included in the layout. Their place is, instead, taken up with the published and recurrent – national merchandise trade figures of both income and debt – The effect of this generalised substitution of specifics is to create confusion nationally in taxpayers' minds regarding their country's external trade and at the same time to remove all sign for the need of public accountability in respect of port administration from the nation's current account of external trade. Thus in the furtherance of oligarchy or dogma, the control of an important national account is moved from true market conditions into the hands of special interest groups, where one democratic election of political activists will put extreme socialists in charge of it, whilst the next democratic election may produce predatory capitalists or in-between liberals, in charge of it, but where, in every case and whatever the country, the resident taxpayer always loses and the international money changer always wins.

Account Model (B) factors in the unpublished and recurrent, port by port contributions to national debt under the caption of General Government Account for those ports in the public sector of the economy creating debt and under the caption of Financial & Other Services for those ports in the private sector of the economy creating debt.

The third page provides a port by port breakdown for the official unpublished figures of the Account Model (B). Financing the bottom line of this account's £23.7 billion in government GILTS, at say 8%, has the effect of increasing UK national debt interest charges annually, by £1.9 billion (£1,894,142,080)

The fourth page models a budget account of government income and expenditure and at the bottom line of this fourth account – on the expenditure side and under the caption of national debt interest – we have, (quite additional to and separate from executive wages and pension which are accounted for elsewhere in national accounts) the updated (1987) price – £18.003 billion – that UK resident taxpayers pay annually for their port administration.

Perhaps and by virtue of the 1987 Pilotage Act, British pilots might ponder the fact that they are now, albeit vicariously, part and parcel of this cruel fraud on present and future generations of resident British taxpayers.

Speaking candidly and for myself, I think the membership of the UKPA(M) would be better served, if instead, and through *The Pilot*, Nigel had been explaining to us and other resident taxpayers around the country, that in 1987, his esteemed employers – Thanet District Council – in pursuit of their legislative business as a Competent Harbour Authority, produced a contribution to UK national debt, of nine hundred and fifty-

three million, one hundred and sixteen thousand, pounds (£953,116,000), and telling us how he or they proposed to redeem this unwelcome charge of the national purse.

Some readers might think the Ramsgate example is singularly unique but, the third page shows that of the ninety UK port administrations involved with external trade, sixty four were collectively responsible (in 1987) for an aggregate contribution to UK national debt of twenty three billion, six hundred and seventy-six million, seven hundred and seventy-six thousand pounds (£23,676,776,000). More to the point, they are still at it, year after year. Is it any wonder that the incumbent government is now trying to service a budget deficit of £50 billion, but who, besides John Major's seven wise men and Winston Churchill's six, is to tell them? The simple arithmetic of commercial

book-keeping is all that is needed to accurately pinpoint domestic monetary inflation in any country of the world to the individual door of those port executives who produce it and who - with pay and pension secured from resident taxpayers, profit themselves from it's production.

Maintaining aggregate equilibrium in a true open market, without recourse to import duties or the futile protection of special interest groups is, in external trade, a prerequisite condition to the avoidance of inflation. With inflation cured, instead of being suppressed with unemployment, national wealth will spontaneously increase, because of the demand for more and more value added goods. Extra money introduced to meet the demand for value added goods in an economy which is always free from the threat of inflation, will of itself, create more jobs and expose at the same time, the false

claim of the reverse philosophy, that increased employment increases national wealth.

Maintaining, in external trade, aggregate equilibrium in a true open market system is a vocational exercise well suited to and within the competence of most pilots in any country and need not greatly interfere with their pilotage of ships. Therein lies an enhanced and more profitable vocation for future pilots and their professional colleagues in other countries, because, as British Ports Federations Ltd., in their pre-legislative submissions to the Thatcher government vis-a-vis the 1987 Act, stated "Pilots have a lot of time on their hands."

Andrew Brines, Belfast.

Space does not allow the publication of Andrew Brines' 4 pages of his Almanac. They are available on request. Ed.

## THE PILOT

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From the Daily Telegraph, January 1994. "Eurotunnel will announce it's fares next week for the car service. It intends to be competitive. The company also has novelty, frequency and speed - 35 minutes from platform to platform - on its side."

Think how quick it would be if they kept it upright!

Ben Newman, Medway.

### Pensioners Deceased

#### November 1993 to January 1994

- C J Brooks** SE Wales Retired 1980
- W G Bussey** London - Cinque Ports Retired 1962
- E Denham** Blyth Retired 1968
- C J Filmer** London - Channel Retired 1987
- R L Howgego** London - Cinque Ports Retired 1970
- H G Lee** London - Cinque Ports Retired 1985
- C A McKeown** London - North Retired 1987
- D G Peters** Tees Retired 1991
- J F Smith** Clyde Retired 1966
- T G Stoneman** Wales Retired 1988
- R H Teire** Liverpool Retired 1981

## Coastlines

### A CELEBRITY AT LAST

A true account of the signing of the book by Lady Thatcher at W H Smith, Sloane Square, on October 25th 1993.

I was first in the queue, you see. I don't remember being first, not really first, at anything much before. I saw pigeons wake up and the dawn break in Sloane Square. By about 0500 hrs even the police spoke to me as a friend - well, almost a friend - and by 0830 hrs the W H Smith staff had noticed me. A heady day indeed! A Celebrity at last!

Due at 10.15, Maggie (Saint Margaret to me) entered at 1005, ten minutes early, of course, and what an entry she made! Dressed in blue, with people scurrying in her wake ("little people" my detractors would describe them) as she strode immediately to the table where she was to sign her books, she took a firm grip of the corner and remarked (sweetly, of course) "This table is wobbly". Transferring her grip to another corner she pronounced, "This table is very wobbly".

"Now you", she said smiling sweetly at a large gentleman from MI5, whose jacket pocket sagged under the weight of a gun. "I want you to hold this corner, and you dear" smiling at a young female member of staff, "I want you to hold this corner. I don't want my signature to wobble", she told them both severely. But smiling, of course!

The gentleman from MI5, who had previously spent his time pacing up and down, fingering his gun and gazing suspiciously at the public, looked very dejected at having his job downgraded to merely keeping a firm grip on Maggie's table. Even worse, it was his gun hand he was obliged to use. I smiled at him. Being first in the queue and thus a celebrity, one is allowed to take liberties.

At 1010 hrs, with a polite "This way, Sir" I was shepherded into Margaret's presence. Her head, for she was sitting down, was on a level just above my knee. A light shone on her soft brown hair. She looked up. "Have you been waiting long?" she asked politely. (First in the queue is a Celebrity and gets spoken to!) "Only since 0355 hrs" I replied reverentially. She bent her head to sign my books. "That is a long time" she murmured sympathetically.

And then it happened... spontaneously and unrehearsed, I heard myself saying "No time can ever be too long to wait for you, Lady Thatcher". There was silence. She looked up slowly. Our eyes met. "That is a very nice thing to say to me" she breathed...

Time stood still... perhaps it was only ten seconds; it felt longer, much longer... slowly she lowered her eyes and signed my two books (first in the queue gets two books signed). "Goodbye" she whispered "and thank you very much for coming" "Goodbye" I croaked, "and thank you for having me".

The sun was shining as I left W H Smith's and passed through the serried ranks of people eagerly waiting outside. I meandered in the direction of my car, feeling as though I had been sprinkled with stardust and walking on air!

"Excuse me". I heard a distant female voice that meant nothing to me. "Excuse me". A little louder this time and I vaguely heard the tapping of high heels. "Excuse me" a voice yelled in my ear. "Excuse me, Sir, you've forgotten your books"...

"Oh thanks, right ho" I replied.



Roger Harris, PLA Pilot

I am aware that certain of my readers may cringe, or even feel sick, on reading this narrative (Alan Ion, Derek Hall and John Godden in particular) To them I say "You blighters".



The Independent 21.1.1994

Stanley Gilbert, Swansea pilot, expertly beached the crippled *Vishva Parag* in Swansea Bay on the 20th January. Is this him off to his next one?

## Discount Travel

### HOVERSPEED - SEACAT

Discount travel on the Dover/Calais; Folkestone/Boulogne; Stranraer/Larne services continue during 1994. The usual 25% discount is available with a stamped addressed letter to the editor at his home address.

### NORTH SEA FERRIES

#### Hull-Rotterdam

Pilots wishing to claim their 10% discount should state they are UKPA(M) Members when making their reservations on 0482 77177.

### STENA SEALINK LINE

The previous discount on the Larne-Stranraer service is no longer available.

## TO ALL RETIRED, AND SOON TO RETIRE PILOTS

When a pilot retires he will continue to be sent his copy of *The Pilot* magazine up to and including the January issue of the year following his retirement.

The January issue will always include a Subscription Form and Renewal Notice. When completed, and the cheque enclosed, this will ensure the retired pilot receives his magazine for a further twelve months.

Should a pilot forget, and still wish to receive the magazine, simply write to or telephone the editor or Davina Connor UKPA(M) at Transport House.

Cheques should always be made payable to "UKPA(M)". Editor



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