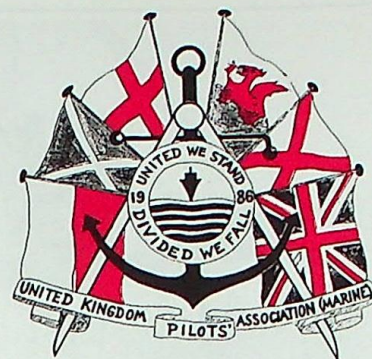


THE PILOT

JULY 1994

No. 238

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



Editorial

One of the omissions the publishers of *The Pilot* may have made in the past is not to emphasise the fact that the views and opinions expressed in each issue are not necessarily the views or opinions of either the Section Committee, whose periodical this is, or the Editor who prints them. Pilots and their opinions are as varied and interesting as are the ships they pilot. It would be a shame and show a lack of insight if we only printed letters and articles with which we all agreed. It would conversely be an incomprehensible publication if we seemed to show the present Conservative tendency to print mainly items with which we all disagreed!

Over the years, as the Pilotage Service has had to adjust and re-adjust in the many attacks it has sustained, one of the most interesting of all pilots is gradually disappearing. The oddity, the character, the one who was different. Today we all report at the time stated, dressed in the style demanded, to do the job in the manner expected. Individuality is frowned upon, is difficult to understand and even more difficult to control. CHA's don't like such people, even other pilots tend to shy away.

Which makes it even more refreshing to receive articles from pilots who get their first edition signed by Margaret Thatcher whilst dressed as Rupert Bear, (even though not a UKPA(M) member) and pilots who have written tomes on the pilotage authorities contribution to the National Debt which few could possibly understand. Even from pilots who suggest that technology could perhaps change the face of future pilotage methods. Not all pilots are simply a shade of grey.

I never forget that modern radar was invented by a man who spent many years of his life in a mental asylum, being bailed out by Decca when they needed him, that throughout history the fine line between genius and insanity is well-known. All the really significant advances in human science have been made against all the odds by minorities.

If the pilot sitting next to you doesn't think like you – I think we need him – and I need him most of all to write more articles for me!

John Godden

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

Feature

Tees Bay ~ A History of its Ports and Pilots Part 2 : The Hartlepoons

About two centuries before the Norman Conquest, the Viking invaders had arrived at the Harbour of Hartlepool. It is highly likely that the Romans had used the Harbour even earlier.

Shortly after the Conquest, vessels from Hartlepool were being pressed into service of the crown. The Harbour was mentioned as a place of importance during, and after, the 12th century. Herring fishing accounted for some imports while wool and hides were exported.

The Bishops of Durham channelled trade through the Harbour and in the mid 13th century walls were built round and across the harbour. One hundred 'sail' could be accommodated within. In 1389 Hartlepool merchants were in Bremen and it is possible that they traded to and from Hartlepool with the Hanseatic League.

In 1473 a pier was constructed to protect the harbour. Still there today, it is widely known as the 'Pilots Pier'. In the last century, and into this century, pilots had a lookout building on the pier and it was here that they kept their cobbles moored. This was before the days of the cruising pilot boats, the first of these being built in 1914. At this time canvas, cloth, potash, alum and copper as well as tallow, pitch tar etc., not forgetting timber, arrived at the port. Hay, seed, fodder, corn, lime, wool and provisions left the port

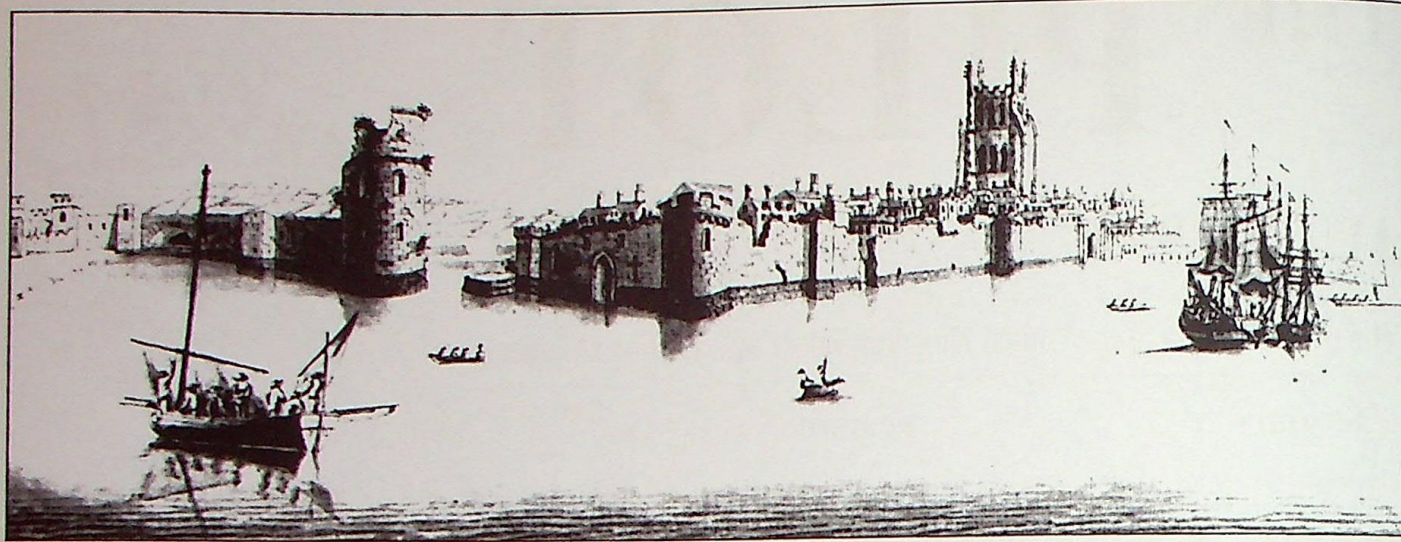
for various destinations both home and abroad. In a report of 1565, it was said that:

"The town had a good 'Haven' and was strongly walled and there lay to the south of the Harbour a creek called Tees-Mouth with no habitation until Stockton some 10 miles distant where ships may come near the shore but only boats may land."

By the 17th century coal and lead were being exported, but by then the port was in decline. In the mid 17th century the customs house was moved to Stockton-on-Tees. It was reported at this time: 'that a third rate frigate may ride safely at anchor only half a cannon shot from the shore except in easterly winds'. For the next hundred years only a few cargoes, mainly of corn and lime, moved through the port. At the end of the 18th century proposals were put forward to improve the Harbour. However this came to nothing until, in 1831, a gathering of local business men proposed an Act to improve the harbour which gained approval the following year. The improvement of the Harbour was in response to the need for fuel, namely coal, to supply the needs of the ensuing industrial revolution. Hartlepool was situated on the southern edge of the Durham coalfields and was in a good position to handle these coal shipments. In 1835 the first vessel, *Britannia*, arrived to load a cargo of coal, and she loaded 232

In This Issue

| | | |
|---------------------------------|--------------|-------------------------------|
| Editorial: | John Godden | Pilot Overboard ~ MAIB report |
| Tees Bay ~ Pt 2 The Hartlepoons | Bert Spaldin | Coastlines |
| Pension News: | Jan Lemon | Obituaries |
| Technical Committee Report | Mike Irving | Retirements & Recruitments |
| Pilot Boat Survey | | Letters |
| | | David Balderston |
| | | George Woollard |



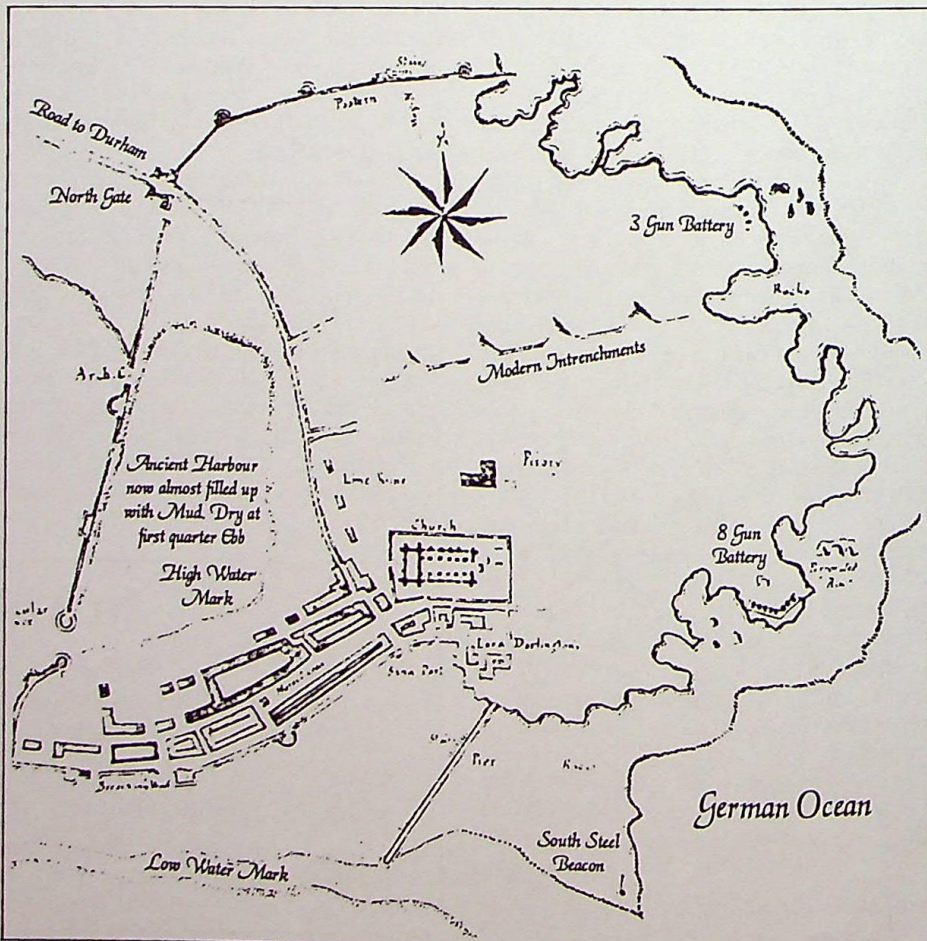
South West view of Hartlepool c.1750

tons. It may be of interest that a much more famous *Britannia* visited the port last year, more of that later. Because of the success of the Harbour, a further tidal dock was built adjacent to it, named Victoria Dock, and opened to shipping in 1840. Although mainly used for the export of coal, timber was again imported into this dock, not only from the Baltic, but also from Canada.

In 1845 a further group of businessmen, headed by Ralph Ward-Jackson who is credited as being the founder of West Hartlepool, obtained an Act of Parliament to build a new harbour to the west of Hartlepool. The port and its associated new town were given the name 'West Hartlepool' - what else! The new dock opened in 1847 and as it was such a success further docks were opened in 1852 and 1856.

The harbours attracted many business people to the towns. In addition many shipping companies, and shipping connected companies, sprang up as well as ship builders. Steel and iron works also flourished. By the mid 1860s the control of both ports was passed into the hands of the North Eastern Railway Company.

In the early 1870s the railway company decided to connect the two harbour systems. These consisted of, on the Hartlepool side, Victoria Dock and Old Harbour, and on the West Hartlepool side, the Coal, Jackson and Swainson docks. The joining created Union and Central Dock and the North Basin and on completion in 1880 provided a water area of 200 acres served by two entrances. By the end of the century the port had 4 warehouses, 33 steam cranes, 25 hydraulic cranes, 2 sets of sheer legs up to 100 tons, 17 modern coal spouts and 10 drops. There were 150 acres of storage for timber, a fleet of paddle tugs and a very busy body of pilots. There were 5 shipyards and 5 dry docks providing work for many locals and a good proportion of vessels built were for local owners. The very first purpose built tanker, the *Murex*, was also built at Hartlepool. This ship also became the first such tanker to transit the Suez Canal.



The port was kept busy over the following years and through World War One. However by the mid 1920s, due to the general economic situation and the subsequent drop in cargoes, it was decided to close the West Hartlepool entrance and concentrate all movements through the Old Hartlepool entrance. The last commercial vessel to use the west entrance was the *Maplewood*, one of Constantines of Middlesbrough's ships.

During the 1920s and 30s the mainstay of the port was still the export of coal and the import of iron ore for the local steel works; mining timber and sawn wood for the

construction industry were also imported. Ship building and repairs declined and at this time Wm Gray and Co. were the only company operating in this field at Hartlepool.

During World War Two a number of pilots left the service, most going into salvage work. The then pilot boat *T H Tilly* was taken over by the Admiralty as a salvage vessel. After the war the port ticked over until 1955 when a new deepwater berth was built in the Old Harbour. This was capable of handling ships up to 20,000 dwt, mainly arriving with iron ore and timber.

The 1960s saw a dramatic down turn in

trade. The only remaining shipyard was closed, the export of coal ceased in 1970 and with the run down in the mining industry, mining timer imports ceased. The Swainson and Timber docks were filled in and used for storage of sawn wood and other timber products.

In 1967 the port became part of the newly formed 'Tees and Hartlepool Port Authority'. In the early 1970s a decision was taken to convert the old shipyard sheds and build new sheds to accommodate forestry products. The Port was to concentrate on these imports which included timber, paper, pulp, hardboard etc. The receivers required their cargoes to arrive in larger vessels, consequently the Mole, which housed the coal staithes and ran down the centre of the Old and Victoria Harbours was removed. The deepwater berth being extended and deepened to accommodate vessels up to 38,500 dwt, albeit on a restricted draft.

In 1974 the iron ore imports ceased with the opening of the Redcar Ore Terminal on the river Tees.

Further development in Victoria Harbour took place in 1989 with the opening of Victoria Quay on the east side and a couple of years later Irvines Quay on the west side. In 1992 it was decided to close the inner docks, apart from the North Basin. The link between the two ports, Central Dock, was subsequently filling in and the ports were once again completely separate. The entrance to West Hartlepool docks was rebuilt and re-opened when the Coal, Jackson and Union docks, now closed to commercial traffic, became part of the marina being built in the town. During 1993 the *RY Britannia* arrived at the port and Her Majesty the Queen officially opened the new £160m marina development.

There has been a lifeboat stationed at the ports since 1804. For most of the time, until midway between the wars, the pilots did most of the manning.

So today we have a harbour with three deep water berths of 150, 300 and 380 metres in length with depths of 9.5 metres and one has a ro-ro ramp. The largest vessels using these berths, in particular Irvines, are 45,000 dwt. The North Basin has three ro-ro ramps and is tidal. The entrance channel is 76 metres wide at its narrowest point with a depth of 4.7 to 5.3 metres, depending on dredging. The port is served by two twin screw diesel tugs *Hart* and *Stranton* of 1960 vintage. For larger vessels tugs from the Tees are used as well. The pilotage for the port was amalgamated with the Tees pilots in 1988 and most pilots now have dual licences.

In 1993 a cold store was opened but as yet has not realised its full potential. Other cargoes handled in the port at the present time include imports of coal, cars, talc rock and steel and exports of limestone, scrap, steel pipes and some general cargoes. There is also a small fishing industry and an offshore fabrication yard which builds modules up to 10,000 tons.

Of the early shipping companies which were founded in the port, Ropners are still ship-owners. The West Hartlepool Steam Navigation Co. is still in existence although only as trawler owners and they have interests in non maritime activities. Furness Withy was also founded here, but although still in existence, is now owned in Germany.

The Pilotage Service

Prior to local Pilotage being regularised under the authority of the Hartlepool Pilotage Commission in 1864. Pilotage was under the control of Newcastle Trinity House who appointed local Sub-Commissioners for the Ports which came under its jurisdiction.

It was in 1606 that a charter of James I extended the jurisdiction of Trinity House Newcastle to include Hartlepool.

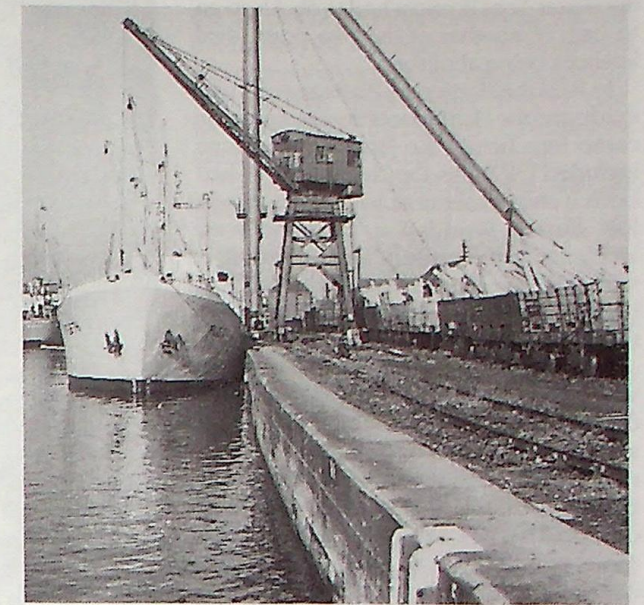
It may be of interest that in 1816 there were 12 Hartlepool and 12 River Tees Pilots at Hartlepool. By 1851 - Hartlepool had been developed as a coal exporting port and West Hartlepool had opened its first dock in 1847 and there were 67 Pilots at Hartlepool 12 of whom held River Tees Licences, with 5 Pilots living at Seaton Carew and 7 at Redcar. There were also 32 Pilots licensed for West Hartlepool that same year.

On 25th September 1862 the local shipowners called for and held, a meeting at the local Town Hall to constitute a board to regulate Pilotage locally. As a result of this and further meetings, an Act of Parliament in 1864 gave birth to the Hartlepool Pilotage commissioners the forerunner to the Hartlepool Pilotage Authority which ceased to exist in 1988 when Pilotage came under the umbrella of the Tees & Hartlepool Port Authority.

The new body met for its inaugural meeting on the 7th September 1864 and its jurisdiction extended from Black-Halls (Blackhall) to the north, down to the south end of Seaton Carew.

One of the members of the new board was M Horsley who was a local Pilot with a River Tees Licence and who also had shares in sailing ships. He later became Chairman of the Pilotage Commissioners and his son George, a later Chairman of the Pilotage Commissioners, built up a fleet of steamers, becoming timber importers and merchants in the Port. The number of Pilots by this time was 118, a number of whom also held licences for the River Tees.

The Pilots in those days owned their own boats with which they went seeking often as far as Whitby, to meet the sailing and, later, steam colliers coming from the south. They would have one or two men in the boat with



Discharging loose timber, 1980.

them, an assistant, commonly called a 'Pilot Dog' and possible an apprentice.

The Pilot boats or cobbles were 26' to 28' in length and had a deep forefoot which helped them to sail well to windward. Some of their names were *Hector*, *Gladys*, *Florence*, *Ebenezer* and *Eva*. The requirements to be licensed as a Pilot at that time were that you must be over 21 years of age, be able to read and write, to have served 6 years as an apprentice Pilot in a coble and to have done 12 voyages to the Pool of London, where most of the coal went to from the north east ports in square rigged sailing vessels.

It was at this time that the local North Eastern Railway's tugs, *John Bull* and *William Charles* being names of two of them, were licensed to tow the Pilot cobbles out to sea to enable Pilots to board ships in bad weather.

By 1873 the number of Pilots was down to 90. In 1896 this number had further reduced to 66 with 22 apprentices and 23 Dogs.

Mr T H Tilly was Clerk Solicitor and had served the Commissioners since its earliest days and indeed the Tilly family were still solicitors to the Pilotage Authority until its recent transfer to the Port Authority.

In 1913 a new Pilotage Act was passed by Parliament and this regulated Pilotage nationally until the 1987 Act attempted to match pilotage with today's needs for shipping!

Two years after the 1913 act a new system was introduced at Hartlepool using a cruising Pilot Cutter. This wooden hulled, paraffin engined, 60 feet long vessel was built at South Shields and given the name *T H Tilly*. Unfortunately she was destroyed by fire in 1920. Her replacement was the *Seaflower*, a fishing drifter. She was too big to board directly by herself so she towed a coble which transferred pilots to and from ships. She lasted until 1924.

In 1919 the Pilots with both Hartlepool

and River Tees licences had to decide to go to one or another of the two ports, dual licences being abolished.

In 1922 the Hartlepool Pilotage order was made and the Hartlepool Pilotage Authority came into being, the Board at that time included T W Willis, the Chairman, who had been a shipowner until his last vessel was lost during World War One and was, incidentally, the uncle of Mr J O Metcalfe's wife, Mr Metcalfe being the last chairman before the Port Authority took control on the 1st October 1988.

In 1924 a new steel built steam Pilot Cutter was ordered to replace the *Seaflower* for delivery the next year. As an interim measure another steam fishing drifter was hired named *Premier*. She served the pilots until the new Cutter named *T H Tilly* was delivered in 1925. The *TH Tilly* served until 1952 apart from war service when the Admiralty took her over and used her as a salvage vessel.

A surplus RAF Seaplane tender was purchased in 1928 for use as a relief cutter, she lasted until 1947 when she was unfortunately wrecked close to the Pilots pier.

With the loss of the Seaplane tender, named *AG Murrell*, the boarding boat towed by the *TH Tilly* was given an engine and so was able to be used as a relief boat when the *TH Tilly* was being overhauled or repaired.

Due to her increasing age and the cost of maintaining her, it was decided in the early 1950s to replace *Tilly* with a cruising/boarding cutter. A 55 foot wooden hulled diesel engined boat was delivered to the Pilotage Authority in 1952. She was again named *A G Murrell*, Mr Murrell being Chairman of the Authority at that time.

For use as a relief boat, a 3rd *TH Tilly* was delivered to the Authority in 1958. In 1971 an agreement was reached whereby the Tees Pilotage Authority undertook to look after the administration of the Hartlepool Pilotage Authority, this worked very satisfactorily under first Mr R Sicling and then the present Secretary Mr David Hagger FCA.

In 1975 the Authority took delivery of a new 16 knot GRP cutter which was given the name *Crofter* after the original inhabitants of Hartlepool who lived in a district named The Croft and were called Crofters. Problems with outdated machinery, crewing and changing maritime conditions made the purchase of the new cutter necessary and at the time the Tees and Hartlepool Port Authority underwrote the financing of the vessel. *Crofter* has served the Port satisfactorily to date.

New government legislation of 1987 transferred Pilotage to the control of local Harbour Authorities and the final meeting of the Hartlepool Pilotage Authority took place on the 27th September 1988. The Authority consisting of Mr J O Metcalfe JP, Chairman and a member for 31 years, being the principal owner of Metcalfe Shipping Limited, Mr J P Hackney Chief Executive



Above: Hartlepool Docks, 1959. Below: The same docks, 1993 (RY Britannia alongside).



Tees & Hartlepool Port Authority, Mr N Britton MBE Docks Director, Tees & Hartlepool Port Authority, Mr W Niblock Manager Hartlepool Docks, Mr T G Rennie a Director of the West Hartlepool Steam Navigation Co. Limited, Mr J E Mays a retired Director of Ropner Shipping Limited. (One of the few British Shipowning Companies still in existence) and D Ansell, J T Buckham and B G Spaldin Hartlepool Pilots, D J Hagger FCA being Secretary to the Authority.

On vesting day 1.10.1988 5 pilots were licensed and became part of a new Port Authority subsidiary company.

Shortly after vesting day 3 Pilots of the 5 began their training to become Tees Pilots and likewise a majority of the Tees Pilots began to train for Hartlepool, but because of their greater number, it had to be phased. In April 1989 the Hartlepool Pilots obtained their first Tees Licences and by early 1993 were all senior 1st Class Pilots, as most of the Tees Pilots are now 1st Class Hartlepool Pilots.

In 1989 it was decided to use one cutter for the two Ports and so the *Crofter* was used as a stand by boat. Because she was on the small side for the two ports, she was disposed of later and a new 16 metre *Crofter* was delivered to the Pilotage company, so

keeping the Hartlepool connection by name.

Bert Spaldin, Hartlepool Pilot.

Pilotage Past Anecdotes

A notice to Pilots dated May 1865 stipulates: "Any Pilot going to the herring fishing to inform the Pilot Master and not to pilot in the meantime."

In 1867 a Bye-law was passed saying: "When necessary to man the lifeboat at night, pilots on duty watch shall have preference. During the day the first 12 at the lifeboat station will man her."

An old Bye-law states: "All cobsles to be manned by three men in bad weather." Present Pilotage companies and the Dept of Transport take note.

In 1919 G Davidson was suspended for 3 months when boarding a ship under the influence. He told the Pilotage Authority he had gotten wet and drunk a small amount of liquor to prevent a cold.

An examination question from the days of sail "How would you wear a ship with ordinary canvas and all light sails in." Answer: "Brail in the mizzen and have the mainsail up."

PENSION NEWS

Final Pensionable Earnings-v-Final Remuneration

At the PNCP meeting held in May I was asked to explain the relevance of and difference between Final Pensionable Earnings and Final Remuneration within the Rules of the PNPf. For those who like light bedtime reading don't read any further!!!

Final Pensionable Earnings are defined in the Rules as the average of the best three consecutive years' pensionable earnings out of the last ten before exit date. Pensionable Earnings for employed members are either 100% of fixed annual remuneration or 90% of total remuneration if variable elements such as overtime, payment per act of pilotage, etc. are included. However, pilots whose earnings include variable elements may elect each year for their Pensionable Earnings to represent their basic, fixed salary. This may be relevant if only occasional overtime is earned and as a result 90% of total remuneration is less than 100% of basic fixed salary. Each pilot who receives variable earnings is given the choice before the beginning of the Fund calendar year to complete a form confirming that he wishes his Pensionable Earnings to be classed at 100% of fixed basic salary. If such an election is not made then Pensionable Earnings will be 90% of total remuneration.

For self-employed pilots, Pensionable Earnings are Net Earnings plus 40% of PNPf contributions. Net Earnings are the amounts distributed to pilots from their district's pool each month after CHA administration fees, PNPf contributions, etc. have been deducted.

Final Pensionable Earnings are used to calculate all pension and tax-free cash sums from the Fund. Pilots who belong to the PNPf Additional Voluntary Contribution Scheme will in addition have benefits either in the form of a tax-free cash sum or a

pension upon retirement. The aggregate of these benefits, plus any retained benefits from previous pension arrangements, must be within the Inland Revenue's overall two thirds limit, or a lower level if pensionable service is less than 20 years, but the maximum benefit permissible is based upon Final Remuneration and not Final Pensionable Earnings. Final Remuneration represents total remuneration for employed pilots and Scheme Earnings ie Net Earnings plus 10% of gross earnings, for self-employed pilots. Furthermore earnings need not necessarily be averaged over three years, in some cases it can be a single years' earnings out of the last five before exit date. When it is averaged, it can represent the best three or more consecutive years' earnings ending not earlier than ten years before exit date and each years' earnings can be increased in line with the Retail Price Index. Therefore, if earnings fall in real terms for a number of years before retirement, it is possible to use historic earnings. Whatever the circumstances, Final Remuneration will always be higher than Final Pensionable Earnings, sometimes significantly so and this gives scope to improve upon the Fund's scale entitlement by making AVC's. The higher Final Remuneration figure is also useful in maximising benefits if a pilot has retained benefits from the MNOPf for example.

PENSION BENEFITS Death in Retirement

In this seventh example of PNPf benefits we look at the amounts payable upon death after retirement. This can be made up of two elements, a lump sum and a widow's or dependant's pension.

A lump sum normally becomes payable if death occurs within five years of retirement. The lump sum represents the balance of monthly instalments outstanding from date of death to the fifth anniversary of retirement. In practice, we pay the pension instalment in full for the month in which death occurs and the lump sum covers the period from the first day of the month following death, to

the last day of the month following the fifth anniversary of retirement. The lump sum represents the present day value of the total outstanding instalments and is not, therefore, simply the number of instalments multiplied by the monthly amount.

To assess the lump sum we use the following formulae:-

$$MP \times N \times (1-N / 300)$$

where M equals monthly pension and N equals number of months outstanding. Thus, if death were to occur just under two years after retirement, the number of outstanding instalments would be 36 and if monthly gross pension was, for example, £840.00, the lump sum would be:-

$$£840.00 \times 36 \times (1-36/300) = £26,611.$$

When a pilot retires under the ill health provisions of the Fund he continues to be covered by the death in service lump sum from date of retirement to age 60. The level of benefit is based upon his earnings immediately prior to his retirement. This benefit is instead of, and not in addition to, the five year guaranteed lump sum described above. A pilot who retires for health reasons at the age of 55 or above is given the choice of either type of cover and he confirms his decision at retirement.

Both types of lump sum benefit are paid under discretionary trust and are not subject to income or inheritance tax. In line with payments of death in service lump sum benefits, the Trustees are guided by, but not bound by, any expression of wish form completed by the member.

Regardless of the time of death after retirement, a widow's or dependant's pension may become payable. This represents 50% of the pilot's original pension entitlement, before commutation and increased in line with increments awarded annually, or otherwise, since the pilot's retirement. If the original pension had been, for example, £12,000 upon retirement in April 1992 and death occurs during 1994, the widow's pension would be £6,000 plus increases of 3.6% and 3% awarded on 1st January 1993 and 1st January 1994 respectively and amounting to £6,402.48. As I explained in the last article, a widow's pension would be reduced if she is more than 10 years younger than her husband. Again, in line with death in service benefits, child allowances are payable for any children under 16 years of age, or up to age 19 if still receiving full time education.

If a pilot marries after retirement, the Trustees may, in their absolute discretion, decide that a widow's pension shall not be payable.

If a pilot is unmarried at the time of his death but was financially maintaining another person the Trustees might, in the exercise of their discretion, decide that a dependant's pension should become payable. It is helpful if details of any relevant circumstances are given in writing at or during retirement so that the Trustees can give full consideration to an individual's case should the need arise.

5 GUINEAS REWARD

Any person finding and causing the body of Robt Snowdon, Pilot, (who was drowned near the Pier at Hartlepool on Saturday Morning, the 18th inst) to be made known to Harrison Meldrum, Sail Maker, near the Docks, Hartlepool. Shall receive the above Reward:

He had on when drowned a Blue Jacket, Trousers and Waist-coat all made of Pilot Cloth, Flannel and Linen Shirt with white Woollen Frock above, white Boot Stockings. Yarn do, next the skin and Pilot Boots: His first three fingers on the right hand had a webbed appearance in consequence of an accident.

Printed at the Office of J Procter, Hartlepool, Feb. 20th 1843

Once again, please make sure you have completed an expression of wish form and that it is kept up to date to reflect circumstances both during service and within the first five years of retirement.

Pensions Payroll

For many years we have used Midland Bank's MidPay Bureau Service to pay our pensions but we are preparing to switch to another bureau operated by our pensions administration software suppliers, Profund Systems Limited. We now have all our pension records on our own computer base and the new system will allow us to update payroll information such as tax codes, bank and address changes later each month than we can at present. It will also help us in communicating with our beneficiaries and in producing information for the Trustees' and Secretariats' use. Ultimately, we plan to fully operate the payrolls from the Secretariat. In the meantime our beneficiaries will notice a change in style in their payslips in a few months' time once we are satisfied that the new bureau system is working satisfactorily.

Transfer Values

In 1993 the MNOPF carried out a regular triennial actuarial valuation and during this

time there was a moratorium on the production of transfer values. Following the result of the valuation the MNOPF's actuaries recommended a change in the factors used in transfer quotations and this, together with problems encountered in the introduction of new computer systems, has meant that, with a couple of exceptions, we are still awaiting quotations, some of which were requested last autumn. If you have asked (usually through us) for transfer quotations from the MNOPF you might wish to write direct to the MNPA to express your concern. In the two quotations that we have received during the past three months it is clear that the new factors have had the effect of significantly reducing the amount of transfer value available. We are continuing to send any new transfer quotation requests to the MNOPF and the backlog is mounting!

Annual Report & Accounts

Copies of the Fund's Annual Report & Accounts should be available for distribution by the end of June and will be circulated to all serving pilots and pensioners. We do not send them automatically to our widow beneficiaries but we should certainly be very pleased to send a copy upon request to any individual.

Finally, we wish you a good and, we hope, sunny summer.

Jan Lemon.



On the 11th May a presentation was made to Sir Frederic Bolton at a luncheon at the Montague House Hotel, given by the trustees to mark his retirement from the chairmanship of the Pilots' National Pension Fund. Two former chairmen are shown, Sir Frederic and Harry Frith, along with the current chairman, Paul Hames, presently Chairman of the UKPA(M).

The presentation was a set of historical photographs of ships of the Associated Humber Line, of which Sir Frederic was chairman. Accompanying the photographs was a booklet outlining the company's history and origins and listing the ships on its registry.

RETIREMENT PENSION FORECAST

As promised in response to Pat Goode's request in the April 94 issue of the Pilot, I highlight the procedure of obtaining a Pension Forecast from the National Benefits Agency.

One should first obtain Form BR19 from your local Social Security office and, if married, ask for two forms, one for each future pensioner.

Completing the form is simple. Questions asked range from your marital status, through to what you are doing now ie employed, self-employed, unemployed etc., the level of National Insurance contributions you are paying and any benefits you may already be receiving such as sick pay or invalidity benefit. Finally you are asked if you may work beyond 65 or stop before 65, whether you intend to go abroad and if you think your National Insurance contribution rate could change. From this data you will receive a Forecast telling you what Retirement Pension you are already entitled to and how much Pension you would get at the age of 65 (or 60 for a woman).

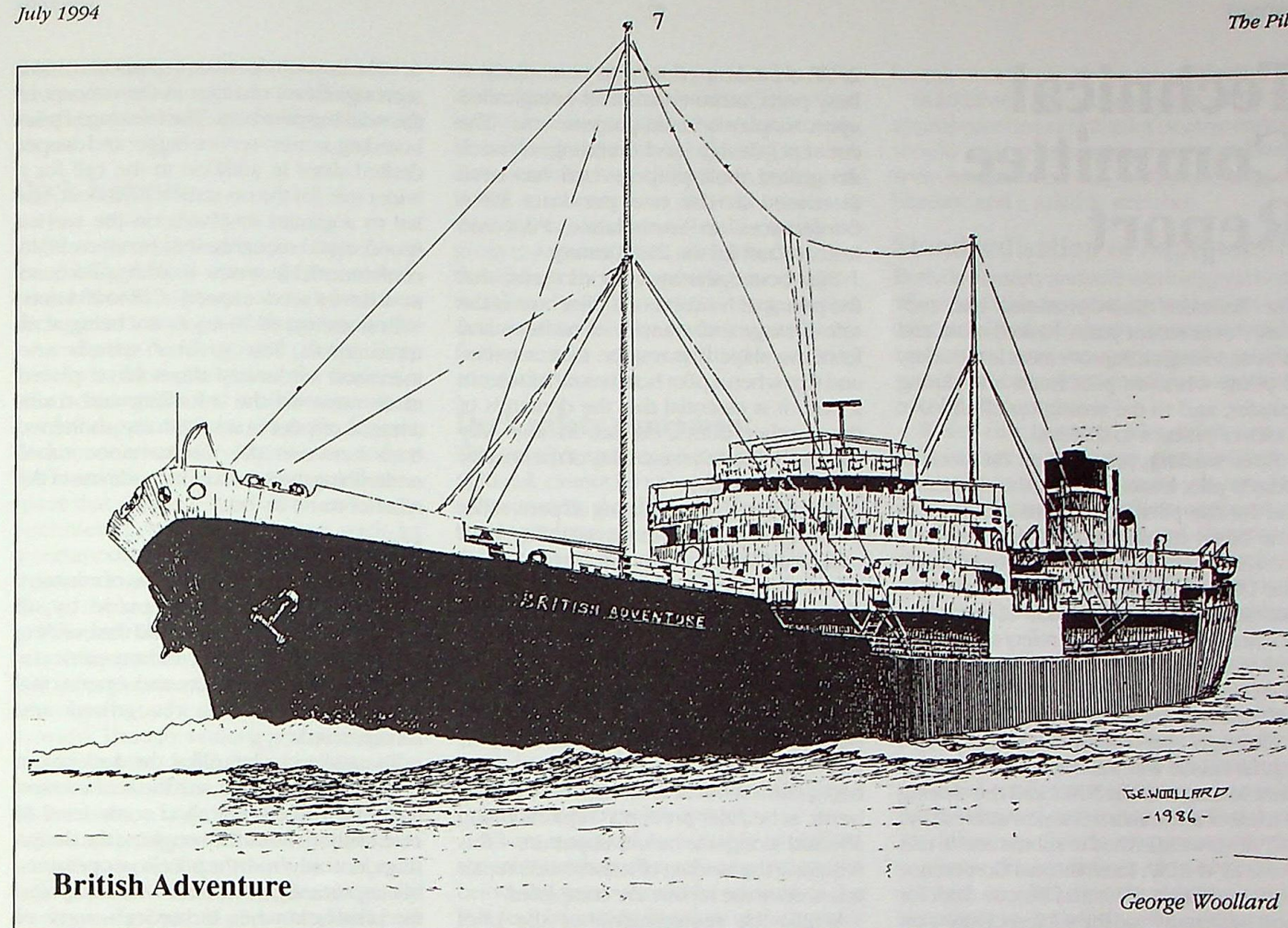
In due course your Pension Forecast returns from Newcastle some five pages long. From their records they tell you how much you would get per week if you were getting a Retirement Pension at that date, based on the National Insurance contributions already received. You are then told how much it would be by the time you are 65 based on the present contribution rates and your age, always assuming that you continue working and paying full NI contributions.

It then tells you if you already have enough National Insurance contributions for a Basic Pension, or if not, how many more you need. It also warns about not having paid full NI contributions in the past and what you may do to improve matters.

Finally they work out what Additional Pension you will get based on any period when you may have been in SERPS or Contracted-out. This has happened to many self-employed pilots in their sea-going past. You are then told how much Additional Pension you would receive at any date requested in your BR19, ie; if you had asked for a Forecast for two years before you were due to retire, or how much it would be when you reached 65.

All in all this is a most detailed pension analysis with a telephone number for any further help and advice required. For a woman this is all translated into the 60 retirement age. It costs the price of a stamp to get this important information which can be digested and filed and, as Pat Goode said, you could be agreeably surprised at how much you are due. It might tempt you to a couple of years in an early bath! In my own case the Forecast was invaluable – and totally accurate.

Editor.



British Adventure

George Woollard

RECRUITMENTS & RETIREMENTS

TEES BAY PILOTAGE

Retirement

Peter Johnson retired as a Tees Bay Pilot on 30.4.94.

Peter started as an apprentice pilot on 4.9.47. He served at sea with Ellerman Bucknall, The Holderness Steamship Company and Stevenson Clarke. In 1957 he gained a 4th. Class Pilots' Licence and a 1st. Class Licence in 1963. In 1973 he was elected

to the Pilot Committee and eventually became Chairman, in which post he remained until his retirement.

Best Wishes to Peter and Dorothy from all his friends and colleagues. We wish them a long and happy retirement.

Recruitment

Mr. A Hayward, authorised as a 4th. Class Tees and Hartlepool Pilot on 15.5.94. He joins us from P&O Ferries.

Retirements

| | | | |
|--------------|---------------------|----------|------|
| L Anderson | PLA London | April | 1994 |
| G H Brabyn | Fawey - Charlestown | January | 1994 |
| W J S Burr | Inverness | February | 1994 |
| E M Crawford | Belfast | February | 1994 |
| R J Howlett | PLA London | February | 1994 |
| D W Johnson | Humber | February | 1994 |
| P D Jordan | Southampton | March | 1994 |
| D Kelly | Humber | March | 1994 |
| S M Ledger | Humber | January | 1994 |
| D H Locke | Wisbech | March | 1994 |
| A S Markham | Humber - Goole | March | 1994 |
| H J Marshman | Medway | February | 1994 |
| J Merry | Humber - Trent | February | 1994 |
| R C Peterson | Forth | February | 1994 |
| M T Rowsell | Poole | April | 1994 |
| K A Sinclair | SE Wales | February | 1994 |
| J Warburton | Humber | January | 1994 |

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: 0273-329866 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 at once in and outside office hours as listed below:

In office hours

Mr L Powell
Daytime tel: 0273-329866 ext 3142

Outside office hours

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

Technical Committee Report

The Technical Sub-Committee has, especially over recent years, looked more and more to seeing an improvement in the safety of pilots when on pilot boats and during transfer, and to the setting up of effective codes of practice to that end.

Safer working practices on the deck of today's pilot boats both for the deckhand and for the pilot are essential, and this is now being recognised, not only by pilots but also by those responsible for pilotage. The UKPA(M)'s Marine Pilot Safety video that clearly illustrates aspects of protective clothing, of pilot boat deck safety equipment and of different methods of recovery, has been well received by all those concerned with safety on pilot boats of pilots and crew.

Through the Technical Committee's regular liaison with Research and Development Manager of the RNLI and the sharing of ideas of a common technical interest, the UKPA(M) were invited to submit and to talk to the 1994 RINA International Conference on 'Surveillance, Pilot and Rescue Craft for the 21st Century', on the subject of safety on deck of pilot boats.

(This article will be serialised in the July and October issues. Editor)

PILOT BOAT DECK SAFETY

Introduction

1. A safe and trouble-free transfer is uppermost in every pilot's thoughts immediately prior to embarkation/disembarkation, as is equally the welfare of the attending pilot boat and its crew.

Accidents, unfortunately continue to occur, and the recent deaths of pilots in the Channel Islands and in Spain during transfer, highlight the need for vigilance and for the pursuit of safe working practices.

The loss of pilot boats, their crew and pilots in both Australia and in Germany is a very salutary reminder of the inherent danger ever present when attending ships in adverse weather conditions.

This concern for the attending pilot boat is especially recognised by those committees of pilots responsible for the upholding and improvement of the appropriate requirements of SOLAS, and in their dealing with cases of non-compliance with the Regulations – for example, the particular problems of ships with constructional features that hinder safe pilot transfer and that also present a risk of damage to the pilot boat.

2. The modern pilot boat, particularly at busy ports, is more than ever being called upon to play a multi-purpose role. The concept, design and building of such designated multi-purpose craft has been discussed at the two previous RINA Conferences on Surveillance, Pilot and Rescue Craft for the 21st Century.

Pilot boat operators must recognise that the principal function of a pilot boat is the safe carriage and transfer of pilots to and from the ships that require their services, and that when a pilot boat has other roles in a port, it is essential that the demands of those other duties do not in any way adversely affect the suitability of the boat for pilot boat duties.

With many ships anchoring off port either awaiting orders or the availability of a congested berth, pilot boats are now being asked to service such ships, sometimes at short notice. Owners' representatives and superintendents are being put aboard or taken off ships, and a part crew change at anchor is not uncommon. Chemists and tank inspectors with their specialist equipment may need to board prior to port entry, and grab damage repairs are even being carried out at anchor, where a busy berth schedule prevents repairs being affected alongside before departure – this requiring the landing of a shore-side repair team, once the repairs are completed.

Whilst the requirements of the pilot transfer arrangements of SOLAS V/17 do relate to the embarkation and the disembarkation of 'personnel', the difficulties of transferring those not familiar with ship side climbing, places a considerable added responsibility on pilot boat crew. Though the decision to transfer those unaccustomed to ship side climbs, clearly rests with the pilot boat coxswain, many 'near misses' of trapped legs and disembarking personnel falling across deck safety rails, have been talked about, and unfortunately it came as no surprise to learn of a recent incident resulting in a broken leg.

3. Pilot boat operators looking to cut costs, are, when feasible, combining pilot boat services so as to service adjacent port(s) with one on-station pilot boat.

In such cases, and indeed in busy port approaches, it is not unusual for a fast estuarial pilot boat to be underway dealing with pilot transfers for some 12 to 14 hours a day, with perhaps a continuous spell underway of 4 to 5 hours.

The additional workload of dealing with a multi-role function, as explained in 2. above, can add to the workload of the pilot boat, and give the crew little time for an uninterrupted meal or a short break below.

Such high running times also increases the demands upon those dealing with maintenance and routine services, and may mean the easier servicing items being perhaps dove-tailed in between the periods underway, whilst the pilot boat remains on-station.

4. The last two decades, in particular, have seen significant changes in the concept of the working pilot boat. The re-siting of pilot boarding areas to service bigger and deeper drafted ships in addition to the call for a wider role for the on-station pilot boat, has led to a greater emphasis on the service speed, again recognised at previous RINA conferences. Many new-building pilot boats now have a service speed of 18 to 20 knots, with in excess of 20 knots not being at all uncommon. The greater speeds and increased underway times have placed more onus on the refuelling and maintenance of pilot boats, with the shortened time between the maintenance times underlining the necessity of readiness of the relief or stand-by boat.

Wheelhouse visibility

Whilst there remain some areas of concern, great strides have been made by all concerned with the design and the building of the modern pilot boat, and any particular requirements of location and operational conditions are being recognised and incorporated.

To crew and pilots alike, the deck layout of the pilot boat is vital, as is the access to and from the wheelhouse, and some level of consultation should be sought, at the design stage, not only from the pilot boat operators, but importantly, from those who are aboard the pilot boat when in service – some of whom also have considerable experience in their local lifeboat and rescue services.

The coxswain, who plays a key role in the safe transfer of pilots, must have a conning position in the wheelhouse that gives him good access to all controls and instrumentation, whether the pilot boat is in attendance on either the starboard or the port side of the ship. The coxswain's seated position must also give him an uninterrupted sight of the deckhand and the pilot as he transfers to or from the ship. The coxswain must also have a good overhead sight of the pilot ladder to watch the pilot transferring, particularly during disembarkation. To have a pilot boat boarding area unsighted by the coxswain is potentially dangerous for the pilot and for the deckhand, and the practice of the pilot transferring when unsighted by the coxswain, inadvertently recently led to the death of a UK pilot – in perfect weather conditions.

For those pilot boats fitted for midships retrieval, the coxswain at the steering position should be able to sight the boom/davit when deployed, and if possible, see the casualty in the water.

In designing the wheelhouse, careful consideration should also be given to an uninterrupted view aft for the coxswain, especially if the access to/from the wheelhouse is right aft. For those pilot boats whose recovery position is at the stern, this should enable the coxswain to sight the after deck when retrieving a casualty, whilst still at the helm. Of equal importance and especially at night, the coxswain is easily

able to check that those on deck are safely returned to the wheelhouse, before leaving the ship and increasing speed and altering course.

Deck Layout

1. Just as thought must be given to an uninterrupted sighting, for the coxswain, of the principal deck areas, similar consideration should be given to those who are on deck prior to, during and after pilot transfer – namely the deckhand and pilot(s). Only those who have worked on the deck of a pilot boat, at night and in adverse weather, can fully appreciate the value of adequate deck space around the wheelhouse, and on the foredeck at the boarding positions – space that is safe to work from and that is uncluttered with obstructions such as accommodation fittings, ventilators, badly stowed mooring ropes and any randomly placed deck equipment.

Wide side-decks with wheelhouse side-rails at the correct height, gives the deckhand and pilot the necessary security, on their leaving the wheelhouse and moving forward. Though working practices should require that the deckhand and pilot use the outboard side of the pilot boat before and after transfer, a wide side deck reduces the risk of being trapped between the pilot boat wheelhouse and the ship's side should rolling occur – such an accident tragically leading to the death of a Spanish pilot whilst attempting to board in swell conditions.

2. On occasions, not enough consideration is given to perhaps the most important deck area of a pilot boat, that of the forward transfer positions. The forward deck rails should be sufficiently inboard on both sides to give enough space for the deckhand to attend to the pilot ladder and for the pilot to have an unhindered transfer. Should the rails be incorrectly positioned, the pilot may have some difficulty in grasping and getting on to the pilot ladder, and the disembarking pilot, in bad weather and with the pilot boat ranging up and down the ship's side, may well fall onto either the deckhand or onto the rails. Allowance should also be given for the incorrectly rigged pilot ladder, where two or three pilot ladder steps may be lifted on the deck of the pilot boat.

3. Spray rails may not always keep pilot boat decks dry, and a ship's discharge or a walk across a tanker's deck may compound the problem of loss of footing for pilots, especially during disembarkation. Again to give greater security to deckhands and pilots, during transfer, non-slip decking on pilot boats is essential.

4. In man-overboard situation, even well trained crews familiar with both retrieval equipment and procedures, can initially panic, and unnecessary confusion can occur if having to work from a cramped and inadequate sized recovery area. For those pilot boats equipped with hydraulic booms/

davits for side recovery, again wide side-decks form which the deckhand/crew can safely work and onto which the casualty can be lowered, are essential. Bearing in mind that crew may have difficulty in pulling on board an unconscious or semi conscious casualty, consideration should equally be given to a spacious and uncluttered area on the aft deck for those pilot boats equipped for stern recovery, and also to recognise that davits and recovery poles being used, may further restrict space and hinder or delay successful recovery.

Deck safety equipment

The traveller system, be it the wire or the rigid rail, cannot be valued too highly, and either system should be so designed and fitted to ensure safe movement whenever the deckhand is outside the wheelhouse. Working practice should ensure that the deckhand be secured to the system whilst on deck, whenever possible.

On the foredeck, deck-rail handropes give the deckhand and the pilot support and a greater reach.

As referred to above, those on deck should wear protective clothing, incorporating a lifejacket, and a harness that can be clipped onto the deck traveller system.

Where practical, a suitably weighted scramble net that will reach some two metres below the water should be secured to the foredeck hand rails, but clear of the transfer position. With a facility for a quick release and deployment, a scramble net can be used, like a recovery pole, to hold a casualty in the water, and perhaps assist in his recovery. Scramble nets, if not well made, are not easy to climb, and pilot boat crews should include the use of the scramble net in their regular retrieval exercises. Only weeks ago, an estuarial pilot boat crew used a scramble net to successfully recover from the sea four fishermen whose boat had sunk.

Various successful mechanical means of retrieval, from simple and inexpensive A frames, perhaps retro-fitted to existing boats, to sophisticated hydraulically operated booms, davits and platforms are being fitted to the latest pilot boats. Whatever mechanical means of recovery is fitted to a pilot boat, its efficiency should be proven by practical testing. In order to reduce the risk of heart failure, the value of the retrieval of a casualty, suffering from hypothermia, by horizontal lift, is now recognised. A horizontal lift technique can be achieved by using an adapted tray or double harness method or the installation of a mechanically operated stern platform which will lower far enough to enable a quick and easy means of recovery. It must be said that where retrieval may be proving difficult, a quicker vertical lift may be preferable to prolonging the time in the water to achieve a horizontal lift. Other proven methods of retrieval such as cradles and parbuckling equipment are being approved by the Department of Transport, and where successfully adapted

for pilot boats, can prove most effective.

In addition to the requirement to carry the appropriate first aid kit, pilot boat operators should look to equipping their pilot boats with resuscitation kit, a thermo-bag or blanket, and a suitable stretcher.

Standardisation of equipment

Both deck safety and safe working practices when on deck are most important, and all concerned with pilot boat operations should understand and be sympathetic to the sometimes hazardous conditions in which pilot boats operate.

When an operator's pilot boats are of differing ages and design, standardisation of deck equipment cannot always be achieved. Nevertheless, pilot boat operators should recognise the merits and advantages of an easier familiarisation by pilot boat crew, by adopting a standardisation of deck safety equipment, whenever and wherever possible.

Pilot transfer, particularly in exposed locations, calls for expertise and vigilance from pilot boat crews, and those who have had the misfortune to witness or be involved in an overside incident will vouchsafe for the initial confusion that arises – even with the best trained crews. Knowing that there is a difference of deck equipment, with the corresponding variations in use, perhaps stowed in different locations, could contribute to further disorder – more so if the incident should occur at night.

Following any incident there are lessons to be learnt and improvements, no matter how slight, to be made. Following a recent overside incident, here in the UK, the pilot boat crew, though applauding the standardisation on all their pilot boats, of what was a simple, easy to use recovery frame, with its same wheelhouse location, which had given the crew involved a feeling of confidence and certainty of result, still sought improvement to equipment.

To be concluded.

From UKPA(M) Circular NO. 940240 (6/94)

I would wish to take this opportunity to express my gratitude to the members of Spurn Pilots Ltd. for a large personal donation towards Conference and for their efforts in attracting donations from Mercury Asset Management, Halmatic and from their own Pilotage Authority. These donations did, in effect, enable the UKPA(M) to run Conference 1993 finally on a No Cost basis and thereby turn the expected year end deficit situation into one of surplus.

*J H Burn,
Secretary/Treasurer.*

FALL OVERBOARD OF PILOT IN DISEMBARKING

A cargo vessel was outward bound from a United Kingdom port under pilotage, and the pilot was to disembark into a launch in relatively open estuarial waters. It was night-time, with good visibility; the wind was south by east Force 4 (broad on the cargo ship's starboard bow) with a wave height of 1-1.5 metres. The ship's freeboard was about 4.5 metres.

The pilot ladder was rigged on the starboard side, and as the launch approached the pilot climbed part way down. As the launch came alongside it was lifted by a wave and came up under the ladder causing the pilot to fall on to the launch's deck, and before he could gain a secure hold he fell again, into the sea between the launch and ship.

When he surfaced he was astern of the launch. A lifebuoy was thrown from the ship but out of reach of the pilot; however the launch kept him in sight with the aid of the searchlight, turned and picked him up using the recovery platform fitted aft. He was in the water for less than five minutes, and suffered no serious injury; but as a result of hypothermia and sea water ingestion he was kept in hospital for some two and a half days.

Observations

1. At the time of disembarking the ship was steaming at some 6-7 knots and had not yet reached the recognised pilot station. The ladder was rigged on the weather side and no attempt was made to make a lee for the pilot launch. There was no communication between the ship and the launch as to the disembarkation arrangements.
2. The pilot climbed part way down the ladder before the launch was alongside.
3. The local pilotage authority had issued pilots with high visibility jackets with self-inflating buoyancy, reflective tapes and lights. The pilot involved in the accident was however wearing a black anorak with neither reflective tapes nor light, and no life-jacket or buoyancy aid.
4. The man-overboard recovery platform fitted to the launch proved its value though some difficulty was experienced in its operation.

Comment

1. The pilot was fortunate to be recovered quickly; the incident occurred in January when the sea water temperature was low and this, combined with the failure to wear the propersafety jacket, might easily have led to a fatal outcome.
2. 'The Boarding and Landing of Pilots by Pilot Boat Code of Practice', produced by

British Ports Federation in conjunction with Pilots and Harbour Authorities, includes the following:

'VHF radio contact should be established between the pilot boat and vessel... the pilot boat coxswain should liaise with the vessel in order to make the best lee for safe transfer ...'

'All pilots... should wear appropriate protective clothing and buoyancy equipment ...'

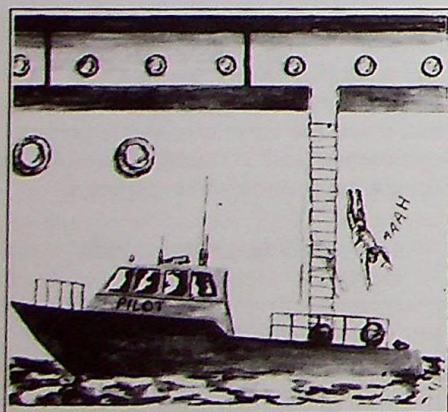
'Before stepping on to the ladder the pilot should check that the pilot boat is laying alongside and has not fouled the pilot ladder ...'

'Retrieval drill for pilot boat crews... should be carried out on a regular basis... pilots should all be familiar with the recovery equipment of their pilot boats ...'

3. The Code of Practice has now been supplied to all pilots and launch crews in the district where this accident occurred. It contains in plain terms much advice in addition to that quoted, and adherence to it will do much to reduce the risk of accidents to pilots during transfer.

From - Marine Accident Investigation Branch of Dept. of Transport Summary No1/94 dated April 1994

THE MISADVENTURES OF CARELESS CAPTAIN COLIN...



ARE YOU READY TO TAKE THE PLUNGE?

A combination jacket/life jacket offering full freedom of movement — made from a light weight breathable fabric.

- 2 Year Guarantee on waterproofing
- Oral or fully automatic inflation
- Fully endorsed by the UK Dept. of Transport

IF NOT - CALL OR FAX: SEA SAFE ALL WEATHER WEAR LTD

Because you only have ONE LIFE!

29 Nine Acres Road, Cuxton
Rochester, Kent, ME2 1EL
Tel: 0634 831661/724183
Fax: 0634 719605



PILOT BOAT SURVEY

An expanding sector of the harbour craft market is in pilot boats. New pilot boats are being built in many parts of the world and one of the interesting aspects of the pilot boat market is that it is now slowly accepting new concepts for the demanding pilot boat role.

The Swath pilot boat now operated by Houston pilots is reported to be operating successfully having been delivered by Swath Ocean earlier this year. The rigid inflatable pilot boat which uses foam rather than air filled tubes and was built by Watercraft has now been operated successfully by Dundee pilots for two years.

Despite these innovations, the general run of orders in the pilot boat market conforms to the traditional style of semi-displacement hulls operating at speeds between 20 and 30 knots.

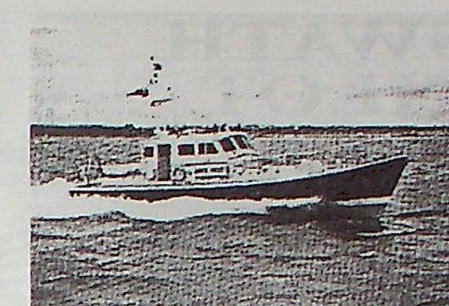
Halmatic is a leader in this field with its Nelson range of GRP pilot boat designs. One of the latest introductions to its range is a new 40 footer, the first of which has been recently completed for Southampton. This new design from Halmatic uses the same basic Nelson 40 hull, but Halmatic has refined the detail design of the superstructure and outfit to improve its pilot boat capabilities. Halmatic pilot boats have been delivered to many parts of the world but one of the latest deliveries of its 48/50 pilot boat hull is the third in a series of four boats for Estuary Services, which operates pilot boats in the Thames estuary. Halmatic has been very conscious of safety in its pilot boat design and these new boats incorporate a man-overboard recovery system and also Halmatic's patented Mate-Saver System and a safety harness system for use when operating on deck.

Competitor to Halmatic is the Tyler Boat company which also builds Nelson hulls. It has recently supplied three Nelson 45 hulls, one as a pilot launch for Portsmouth harbour, which was completed by William Osborne; one as an ambulance launch for Guernsey, which was completed by Seward Marine; and the third a patrol launch for Southampton which is scheduled for delivery from the Berthon Boat Company in the near future. Berthon Boat Company itself has built a number of pilot boats and commercial boats based on the Tyler hulls as part of its expansion into the commercial workboat market. Tyler has also recently introduced a new 26 foot hull in the Nelson range which can be developed into a tidy, small harbour patrol launch/pilot boat. It also offers the Nelson 34 which was one of the first of the Nelson designs to be developed and the larger 60 and 75 foot Nelson hull designs.

British yards have been pioneers and specialists in the pilot boat and harbour craft market and a new builder to arrive on the



Aluminium pilot boat by Dockstavarvat



Berthon 65 Pilot launch

scene is Holyhead Marine which is offering a range of steel hull designs suitable for a variety of requirements. The Norse range of work boats offered by Holyhead Marine extends from 8.5m through to 12 metre. The very practical looking, powerful designs have been produced by Amgram and will be built using the Steel-Kit construction system.

In Sweden, Dockstavarvet is also very active in the pilot boat market and its aluminium hulled pilot boats are in use in many parts of the world but mainly concentrated in Scandinavia. Dockstavarvet has been a pioneer in reducing noise levels in harbour craft and to achieve the maximum noise reduction, the superstructure of these boats is flexibly mounted.

In Germany, Fassmar has specialised in producing patrol boats for harbours and inland waterways and many of the boats are now operated by the German police as well as harbour authorities.

In Holland, Damen Shipyard offers a wide range of harbour craft based on its standard hull designs and one of the latest contracts from this yard is for five 15 metre pilot/patrol boats for Iran. Damen Shipyard can offer hovercraft constructed in steel, aluminium or GRP and, in addition to general patrol and pilot boats, it has specialised in developing designs suitable for oil pollution control and for the dredging industry. Damen Shipyard developed the design for a rigid inflatable for the Dutch Lifeboat Authorities and this same design has been licensed to the Italian builder Codessa Due which is building a series of these same boats for the Italian Coast Guard. Like the Dundee pilot boat, these boats use a foam filled tube rather than an inflatable tube and it looks as though this practical concept could be developed into a viable harbour/pilot boat.

Currently, most Italian ports use conventional designs for pilotage work, often based on the Nelson type of hull built under license, but many of these designs are now coming up for replacement and, in Italy, where most of the pilotage is operated by the government controlled harbour authorities, there is a fresh look taking place at the designs for pilotage and patrol work.

Australia is a country where tradition plays little part in pilot and harbour craft design and here Image Boat Builders has built a striking looking 17 metre pilot boat. The catamaran hulls produced by builders such as Shark Cat and Cougar are used for a variety of patrol and policing duties and these stable, efficient designs offer many advantages in the harbour craft market.

The time is approaching now when there are signs of a much more flexible approach to design of harbour craft. The expanding oil pollution market may have been responsible for introducing this more innovative approach, but certainly we are seeing a much greater acceptance of innovation and new thinking in the harbour craft market. Evidence of this comes from companies like Souter which has introduced its range of forward wheelhouse designs which maximise the working space on the aft deck. Souter has developed designs for oil pollution control, personnel transport and medical support based on high speed aluminium hulls.

In terms of new development, there is tremendous scope for the use of rigid inflatables in the harbour craft market and this would appear to be one area where there is room for considerable expansion, particularly with the more rugged types of rigid inflatables which are being developed today. There is also scope in the harbour craft market for developing low wash vessels which currently are aimed primarily at passenger carrying, but similar low wash vessels could also be ideal for high speed response craft for a variety of emergency roles. SES craft also have a part to play and the new fire boats for New York which have been completed by Textron Marine come into the category of innovative craft to meet specific requirements.

Dag Pike, Work Boat World.

Stan Tender 1550 from Damen Shipyards.



SWATH PILOT BOATS

Channel Class 19 Pilot Vessel

Swath International Limited announce their latest design, the Channel Class 19 metre Pilot Vessel.

The Channel Class Pilot Vessel is constructed in aluminium. Built with a Swath International Small Waterplane Area Twin Hull form, the Pilot Vessel achieves exceptional ride quality while sustaining service speed even in degraded seaway, affording Pilots safe and efficient transfers.

The slower natural heave roll and pitch motions of the Swath Pilot Vessel are further enhanced by an active fin control system, situated between the twin hulls, which greatly reduces much of the relative motions when boarding and retrieving pilots. The twin hull form effectively eliminates interaction when coming alongside or disengaging from the piloted vessel thus providing ease of manoeuvring alongside even at speed, these swath characteristics facilitate safe, smooth transfer for the pilot.

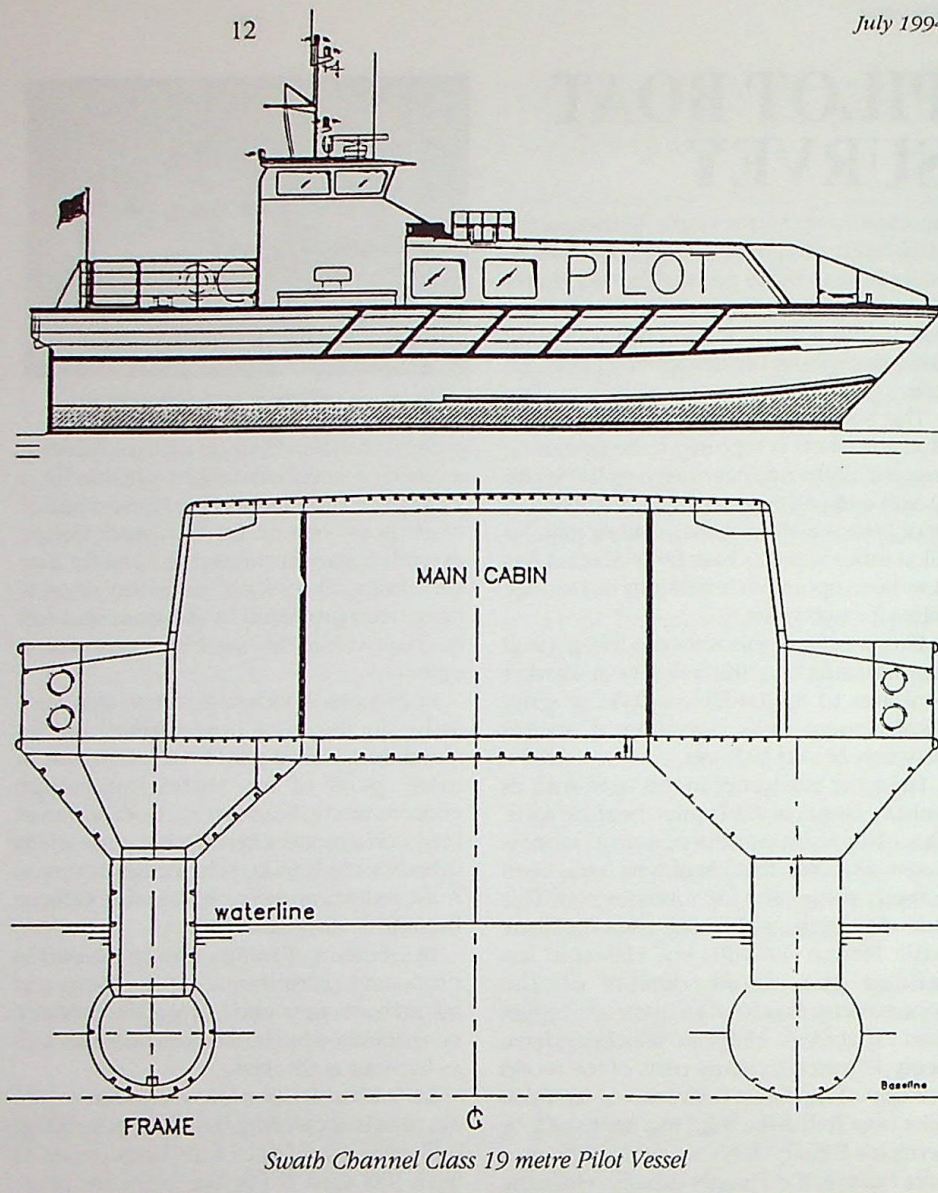
The accommodation area shown has cabins, however the space can be utilised to the operators specific requirements.

Principal Particulars

| | |
|----------------------|-------------|
| Length overall | 18.7 metres |
| Beam overall | 7.6 metres |
| Draught at full load | 1.6 metres |
| Speed | 22 knots |

The recent Royal Institute of Naval Architects Conference in Southampton emphasized that advances in pilot boat designs appear understandably to be a slow process, pilot vessels tend to evolve, usually from working craft that have good seakeeping for the seaways particular to that area. The opening paragraph in one of the papers highlighted the natural concern pilots have: A safe and trouble-free transfer is uppermost in every pilot's thoughts immediately prior to embarkation/disembarkation, as is equally the welfare of the attending pilot boat and its crew. A swath pilot vessel has proved it is able to offer trouble-free transfers.

The Houston Pilots, last year, took delivery of their Small Waterplane Area Twin Hulled boarding and station cutter *Houston 1*. Their new Swath Ocean Systems pilot vessel replaces both the conventional pilot cutter and transfer boats. The new pilot vessel is able to embark and disembark pilots directly on or from the boarding ship without the need of transfer or daughter craft. The new vessel is able to offer a comfortable base for the pilots, with their own cabin and a rest area. The *Houston 1* is



Swath Channel Class 19 metre Pilot Vessel

able to transfer pilots successfully and safely from positions a conventional pilot vessel would consider unwise or impractical, it is able to maintain position right aft under a ship's quarter, it can maintain light contact or equally as easily it is able to remain a few centimetres off the boarding vessel.

A swath has very good directional stability and there is virtually no interaction, the hull furthest from the boarding vessel is able to counter any effect there may be between the hull of the swath and the hull of the vessel to be boarded, this means that the swath is able to come alongside, run alongside and break away with ease.

During the Royal Institute conference one of the speakers explained that they had investigated a pilot transfer at 18 knots, a gasp of disbelief went up from some senior pilots and the speaker was challenged as to the truth or stupidity of such a transfer, in fact the transfer was done safely in perfect conditions, even so there was much shaking of heads. The *Houston 1* has made numerous transfers at speeds of over 14 knots even in other than perfect conditions. Large conventional mono hulls are far more stable at higher speeds and tend to wallow when speed is reduced, this wallowing effect causes concern to pilot boat crews

and pilots as they have to get their timing correct for a safe transfer. It helps that the motions of the pilot vessel are similar to those of the boarding vessel, the swath's four inward facing stabilisers achieve a better grip at higher speeds. Higher speed transfers are generally preferred by the Houston pilots, Houston pilot crew and the boarding vessel.

Swath International Limited of Fareham in Hampshire recently publicised their 19 metre, 22 knot all aluminium pilot cutter, quite a contrast to the swath it has building in Seattle, USA, a 37 metre, turbine powered passenger ship. Swath International realised the pilot vessel would have a limited market as it may only be required by the larger pilotage organisations around the world or pilot stations that maintain a fleet of slower pilot vessels where one swath pilot vessel could take the place of a few smaller vessels. The same hull form can be offered as a 100 passenger ferry, a cruise ship transfer vessel, an enforcement patrol vessel and a coastal survey vessel.

The pilot vessel will achieve exceptional ride quality while sustaining service speed even in degraded seaway, affording pilots safe and efficient transfers and a high degree of comfort while onboard.

Coastlines

"I must say, for a shipping conference not to have any water is a bit much" – Marine pollution report chairman Lord Donaldson on reaching for an empty tumbler to refresh himself at a news conference.

Newcastle Evening Chronicle

The Cowes Harbour Commissioners have set up an organisation to administer the arrangements for Pilotage Exemption Certificate (PEC) administration and related matters and this is known as Cowes Pilotage Authority. Licensed pilots who carry out acts of authorised pilotage are administered through a self-employed partnership consisting of three pilots. Two of these pilots, including the Harbour Master are also employees of the Harbour Authority, whilst the third pilot is not. Cowes Pilots are run separately and have their own accounting arrangements, although based together with the Harbour Authority and the Cowes Pilotage Authority at the Harbour Office.

For any further queries please contact me at this office.

Captain P G Wood
Deputy Harbour Master
Hon Secretary, Cowes Pilots.

LOST AT SEA

Sir, – As a serving navigating officer with P&O Containers it is with depressing regularity that I hear a plaintive voice over the radio claiming his satellite navigator is broken and requesting a position.

As fellow seafarers we usually don't mind helping someone in trouble, but we get really angry with these cowboys as they are taking our jobs despite being half-trained and incompetent.

I usually respond that sadly my satellite navigator is not operating either, but that I have just taken a sun sight with my sextant and if they wish I will tell them my reading so that they can calculate a position line in the old-fashioned way.

Strangely this has always resulted in a sharp deterioration in their ability to speak English – as noted by the Coastguard in Stornoway.

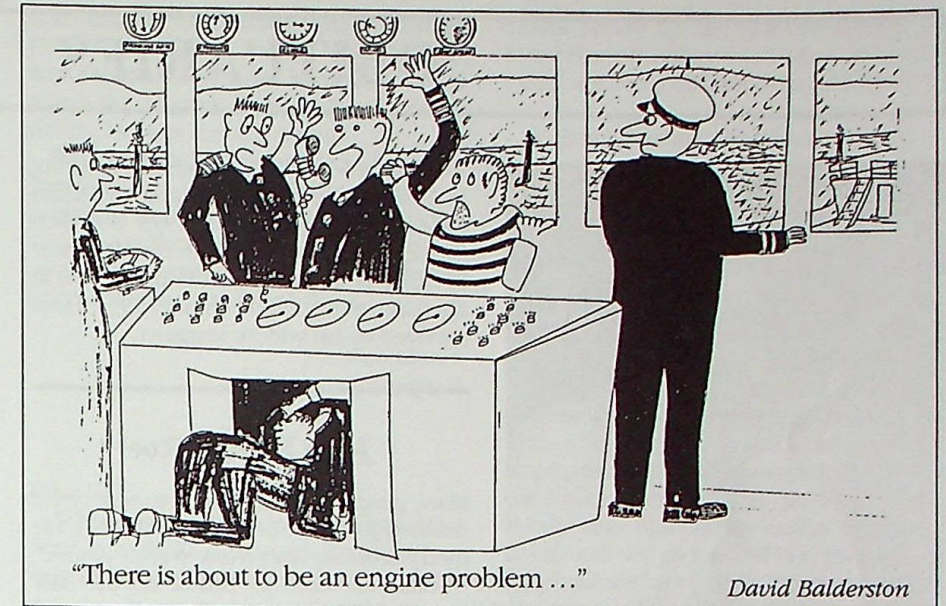
David J. Hinson, Troon.

TOTALLY LOST AND ALL AT SEA

Coastguards in the Hebrides yesterday picked up an unusual cry for help on their radio: a captain, with an Indian-sounding accent, saying he was lost.

The call came from the skipper of a cargo ship, with a crew of 32, on a round-the-world trip from northern Russia to China.

At 7:23am the message was received by coastguards on watch at Stornoway.



David Balderston

It said: "Scottish coastguard. I have lost my positioning system. I do not know where I am. Please can you help?"

The 27,000-tonne *Jemima M*, flying a flag of convenience, was 1500 miles out from Murmansk, on Russia's Arctic coast, en route with a bulk cargo of farm fertilisers for China.

When the coastguards asked the captain of the London owned, Bahamas-registered ship if he could give them a read-out of his last known position, he indicated he did not understand their English.

At 8:50am they alerted the Sikorsky rescue helicopter at Stornoway. After a second search flight, it found the ship at 10am.

The helicopter crew relayed an exact bearing to the captain, who continued on his 10-week trip.

The ship is owned by the Great Eastern Shipping Company of London, which was yesterday unavailable for comment. She is on charter to the Eastern Shipping Company of Bombay, India, and this company later called the coastguard to thank them for their help.

At coastguard headquarters in Southampton, Chief Operations Officer John Astbury said: "I have not come across a case like this in recent times.

"Clearly, if a ship of this size is sailing without its officers knowing its position, it has the potential to create a maritime hazard."

The lost *Jemima M*, for captains and map students, was almost exactly 150 miles off Cape Wrath.

Herald 3.3.94

DEATHS AT SEA

Advices received at Queenstown from Melbourne last night tell of the arrival of the Glasgow four-masted ship *Trafalgar*, from New York and Batavia, on 17th December, in charge of an apprentice, William Shelton, aged eighteen, who reported that the

captain, chief officer, third officer, cook and two seamen had all died of Java fever during the voyage. Three seamen deserted at Batavia, and the second officer obtained his discharge there, and the duty devolved on Shelton of endeavouring to navigate the vessel shorthanded to Melbourne, which he did with the greatest difficulty.

22 Jan, 1884

NEWS FROM TRINITY HOUSE Inner Dowsing Lighthouse Tower

The unmanned Inner Dowsing Lighthouse Tower, 14 miles North East of Skegness, has been discontinued and replaced by an automatic Lightvessel.

The change is part of a cost-saving initiative by Trinity House taking into account both the need to repair collision damage to the structure and the limited economic life of the Tower.

A separate project is underway to convert the lightvessel station to solar powered automatic operation which will result in a saving of £207,000 over the life of the equipment.

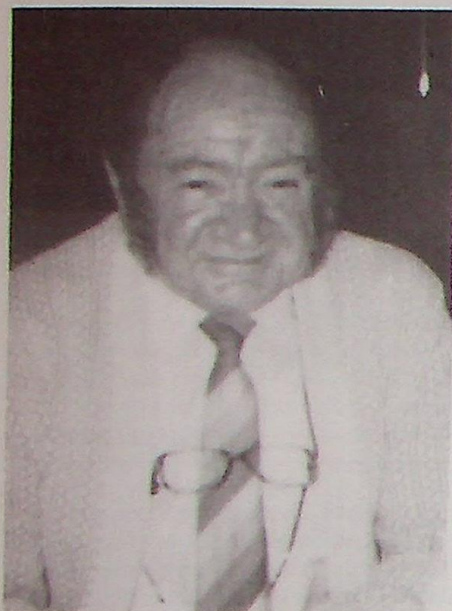
A contract worth £255,000 to remove and dispose of the redundant Tower has been awarded to Dutch marine salvage and platform removal experts Glenmore Management B.V. of Zoetermeer.

In a high precision operation which is planned to result in one of the first offshore structure removals in the North Sea, Glenmore propose to lift the Tower complete using *Noble Lifter* – a newly built floating sheerleg crane vessel with 1400 tonnes lift capacity.

Once the Tower has been lifted, *Noble Lifter* will be towed backwards to either the River Humber or Lowestoft where the structure will be placed onshore for cutting up and disposal.

I'll bet a good few Spurn or Lowestoft pilots will take the day off whenever this arrives! Ed.

OBITUARIES



Robert Mackillop

Born in 1934, educated at Glasgow High, Bob joined Bank Line where his father was sailing as Chief Engineer and got his time in for second mates in two trips. He then sailed with Shell Tankers until getting his Masters and joining the Aden Port Trust as a Pilot. Bob then piloted in Nigeria, Libya, The Persian Gulf and Indonesia before joining

The Sullom Voe Pilotage Authority as a Pilot in 1978, where he worked as a First Class Pilot until taken ill in April 1993. Bob died peacefully after a long battle against cancer of the lung, in the Gilbert Bain hospital in Shetland on the 22nd February 1994. He is survived by his widow Margaret.

John Ronald Roe

Many people were saddened to hear of the death of John Roe on 30th March 1994. He died peacefully after a few weeks' illness.

John was born in Bristol on the 31st January 1928, but came to live in Gravesend in 1933 on the death of his father, to his mother's home town. Educated at the Masonic School for Boys and the City of London Freemans' School he served his apprenticeship with Andrew Weir, joining them in 1944. He had the somewhat dubious pleasure of completing his four years' sea time in just two voyages.

After obtaining his Second Mate's Certificate he joined the Union Steamship Company of New Zealand and spent the next few years trading around the Australian and New Zealand coasts. He sat for Mate "down under" and also qualified for Australian citizenship. Thinking that an ANZAC Masters' Certificate might not be

held in as much esteem as one from the Board of Trade he returned to the UK, working his passage in one of Ropner's. Having passed for Master he then joined the Ellerman Fleet. It was at this time in 1955 that he met and married his wife Jean.

With a great grandfather, stepfather and uncle who were pilots his thought turned in that direction and he joined William Cory to get some Thames experience. He entered the London North Channel Pilotage in 1958. He became a keen member of the Harwich & Dovercourt Golf Club, at his peak playing of a handicap of twelve. He became Captain, President and eventually one of the Trustees being made an Honorary Life Member in recognition of his hard work.

An active man, in more recent years he took up windsurfing and one could always expect to find him with Jean either decorating their home or gardening.

Having been a North Channel pilot for nearly thirty years John joined the PLA at the changeover in 1988 and retired on his 65th birthday in 1993.

John was always cheerful and held in high regard by all with whom he came into contact, evident from the large muster at his funeral and the letters of condolence Jean and his three daughters have received. We offer them our deepest sympathy and to say how grateful and honoured we are to have known him.

Pensioners Deceased

January to April 1994

| | |
|----------------|--|
| J H Blackwood | Clyde Retired 1969 |
| G E W Carrigan | Tees Retired 1986 |
| C Hargrove | Liverpool Retired 1965 |
| T James | SE Wales Retired 1965 |
| W M Reekie | London - River Retired 1959 |
| J R Roe | London - PLA Retired 1993 |
| R J Scott | Clyde Retired 1985 |
| R F Whattler | London - North Channel Retired 1980 |

A Rose by any other name?

The Coastguard Agency - known as Coastguard - will be formed from the Marine Emergencies Organisation which comprises HM Coastguard and the Marine Pollution Control Unit. It will discharge the DOT's responsibility for both marine search and rescue and counter-pollution operations in our waters.

The Marine Safety Agency (MSA), formed from the Surveyor General's Organisation, will be responsible for implementation of the Government's strategy for marine safety and prevention of pollution from ships. The MSA will be responsible for inspecting UK and foreign registered ships using UK ports to ensure they comply with international safety, pollution prevention and operational standards. The new agency will also take on the management of the Register of Shipping and Seamen and supply British professional representation at the International Maritime Organisation and EC.

Both Agencies will come into being on 1 April 1994.

As with most Government backed maritime schemes the date seems a little ominous. Ed.

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*

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.**

Letters

Dear Sir,

Inoted in the January issue of *The Pilot*, an item under Pensions that referred to the fact that the 3% guaranteed rise may not be maintained should inflation stay low. This must raise a few points which will be of great interest to Pilotage Pensioners.

How many other Pension Funds have a guaranteed rise?

Are many higher than ourselves?

Are they informing their pensioners of this supposed problem?

What is the 'Ports' attitude to this?

One assumes that once a promise has been made it will be honoured. Will the serving Pilots' 1/60ths be next?

When Hoover ran into difficulties with its

ticket fiasco, it took money from its Pension Fund which was in surplus. That, I think, was acceptable because in previous years when the Hoover Pension Fund was in deficit, Hoover injected money.

We have had money taken from our Pension Fund to assist the industry's problem of too many Pilots, so one assumes that if our Pension Fund is in deficit, ie unable to honour the 3%, then the Ports will inject some money. Won't they?

Bob Glover,
Liverpool.

Dear Sir,

When I retired from the Manchester Pilot Service in 1990, I thought I had left my beloved profession in safe and sensible

hands, please tell me that the letter from Roger Harris PLA Pilot was a joke - otherwise I shall not enjoy the rest of my retirement.

V. Brian Pownell, Manchester Pilot Retd.
Alicante, Spain

Dear Sir,

Pilot Ladders and Tripping Lines.

I read Paul Gibbard's letter with a great deal of interest, sympathy and fellow feeling.

This is indeed a thorny subject. It has been discussed at IMPA and a proposal was tabled that a notice be issued, requesting shipmasters to attach any tripping line above the lower spreader. The outcome of the debate was that such a notice would be construed as giving IMPA's blessing to tripping lines in principle. Tripping lines are not even legal and, as Captain Gibbard points out, are highlighted on the IMPA poster as dangerous per se. Under these circumstances it was considered wiser not to issue the notice.

At the same time, Paul Gibbard may like to learn that he would not be the first pilot who resorted to a sharp clasp knife.

The IMPA Conference will be with us in September and maybe the UKPA(M) delegation might like to bring the subject of tripping lines forward for debate for further action.

A R Boddy
IMPA Vice President & PLA Pilot.

THE PILOT

Published by

United Kingdom Pilots' Association (Marine)

(A Section of the Transport & General Workers Union)

Transport House, Smith Square, Westminster, London SW1P 3JP

Telephone: 071-828 7788

President

Lord Stanley Clinton-Davis

Past Presidents

| | |
|-------------|---|
| 1884 - 1910 | Commander George Cawley (Founder President) |
| 1910 - 1923 | Mr Michael Joyce, MP (Limerick) (Licensed Pilot) |
| 1923 - 1925 | The Hon JM Kentworthy, MP (Hull Central) |
| 1925 - 1942 | Lord Aspley, DSO, MC, MP (Bristol Central) |
| 1946 - 1947 | Admiral Lord Mountevans, KCB, DSO |
| 1949 - 1962 | Captain Sir Peter MacDonald, KBE, MP (Isle of Wight) |
| 1963 - 1976 | The Rt Hon James Callaghan, PC, MP (Cardiff South East) |
| 1977 - 1991 | The Rt Hon The Lord Strathcona and Mount Royal |

Honorary vice-Presidents

Messrs F Berry, OBE, DI McMillan, T Morgan, C Wilkin, OBE

National Secretary

J Connolly Transport House, Smith Square, Westminster, London SW1P 3JP

Chairman of the Section Committee

P Hames 5 Spinney Walk, Anlaby Park, Hull HU4 6XG (0482) 507012

Vice-Chairman of the Section Committee

GA Topp 14 Woodlands Close, Parkgate, Neston, South Wirral L64 4RU (0513) 364301

Secretary/Treasurer

JH Burn 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS (0912) 573999

Section Committee

| | | |
|-------------|--|---------------|
| A McInnes | 80 Coilledene Avenue, Joppa, Edinburgh EH 15 2LG | (031) 6695454 |
| NE McKinney | 8 Alt Min Avenue, Belfast 8, Northern Ireland B8 4NJ | (0232) 402302 |
| JM Leney | 1 Grassholm Close, Westhill, Milford Haven, Dyfed SA73 2RH | (0646) 693150 |
| MC Battrick | 7 Broadfield Road, Folkestone, Kent CT20 2JT | (0303) 255808 |
| M Marsh | Moss Rose Cottage, Steam Mill Road, Bradfield, Manningtree, Essex CO11 2QX | (0206) 392924 |

Chairman, Technical Committee

Mike Irving 9 Neasham Court, Stokesley, Middlesborough, Cleveland TS9 5PJ (0642) 713103

Auditors

- Hawdon Bell & Company, North Shields

Editor of 'The Pilot'

- John Godden (0304) 612752

Secretary

- Davina Connor 071-828 7788

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.

Advertise in The Pilot

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

United Kingdom Pilots' Association (Marine)

Local Secretaries

| District | Name | Address and Telephone Number | |
|---------------------------------|--------------------|---|---|
| Aberdeen | C MacRonal | Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire | 0224 529571 x 237 (Office) |
| Barrow | PA Chandler | Church Cottage, Vicarage Mews, Lindal, Cumbria LA12 0LT | |
| Belfast | NCE McKinney | 8 Alt Min Avenue, Belfast 8 4NJ | 0232 402302 (Home) |
| Berwick | JH Jenkinson | c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed TD15 2AA | 0289 307404 |
| Blyth | C Briggs | 34 Druridge Drive, Blyth, Northumberland | 0670 355639 |
| Boston | R Williamson | Boston Pilot's Association, Boston Dock, Boston, Lincs PE21 6BN | 0205 362114 (Office) |
| Bridgwater | PH Lee | 1 Grove Road, Burnham on Sea, Somerset TA8 2HF | 0278 782180 (Home) |
| Bristol | The Secretary | Port of Bristol Channel Pilots Co. Ltd, Haven Master's Building, Royal Edward Lock Entrance, Avonmouth BS11 9AT | 0272 023884 (Office) |
| Brixham | RJ Curtis | Ria-Tor, 86 Sommer Court Way, Brixham, Devon | 0803 882214 |
| Clyde | D Campbell | 14 Cambridge Avenue, Gourrock PA19 1XT | 0475 632914 (Home) |
| Colchester | R H Mackman | 201 Maldon Road, Colchester, Essex CO1 12G | |
| Coleraine | W Dalzell | Harbour Office, The Quay, Coleraine, Northern Ireland, BT52 1BJ | 0265 42012 (Home) |
| Cowes | Capt PG Wood | Cowes Pilotage Authority, Harbour Office, Town Quay, Cowes, IoW PO31 7AS | 0983 293952 |
| Cromarty Firth | WM Thomas | 37 Saltburn, Invergordon, Ross-Shire IV18 0JX | 0349 853587 (Home) |
| Crouch | JA Thatcher | 30 Greenfinch End, Briar Grove, Colchester, Essex CO4 3FG | 0206 866887 (Home) |
| Dover | Mr C Jacklin | 6 Wells Avenue, Canterbury, Kent CT1 3YB | 0304 240400 (Office) |
| Dundee | NA Myles | 43 Dalhousie Rd, Broughty Ferry, Dundee DD5 2SU | 0382 477912 (Home) |
| Europilots | Capt JD Robinson | 53 West Ella Road, Kirkella, Hull, E. Yorkshire HU10 7QL | 0482 651069 (Home) |
| Falmouth | Phil Bush | Falmouth District Pilots, c/o Tamlyn Shipping, Admiralty House, 2 Bank Place, Falmouth, Cornwall TR11 4AT | |
| Forth | A Gibson | 38 Dovecot Park, Aberdour, Burntisland, Fife KY3 0TE | 0383 860298 (Home); Granton Pilot Station: 031 552 1420 |
| Fowey | The Secretary | Fowey Pilots Association, The Harbour Office, Albert Quay, Fowey PL23 1AJ | 0726 870291 |
| Gloucester | BH Richards | 91 Jubilee Drive, Thornbury, Avon BS12 2YJ | 0453 811323 |
| Haven Ports (Harwich) .. | A Adams | 5 Oakland Road, Dovercourt, Harwich, Essex CO12 3QQ | 0255 506799 (Home) |
| Heysham | M Purvis, Esq | Pilot Office, Port of Heysham LA3 2UL | 0524 51339 (Office) |
| Holyhead | AR Herbert | 'Llys Dinas', Bull Bay Road, Amlwch, Anglesey LL68 9ED | 0407 832097 (Home) |
| Inverness | M MacLeod | 51 Braeside, Balloch, Inverness IV1 2HN | |
| Kings Lynn | JW Steward | Fir Trees, Lime Kiln Road, Gayton, Kings Lynn PE32 1QT | 0553 86431 |
| Lancaster | H Gardner | Greystones, 128 Morecambe Road, Lancaster LA1 5HY | 0524 63770 (Home) |
| Liverpool | A T Malcolm | Liverpool Pilots' Association, 4 Woodside Business Centre, Birkenhead, Merseyside L41 1EH | 051 949 6811 |
| Londonderry | CJ McCann | Shrove, Greencastle, Co Donegal, Ireland | 010 353 7781024 (Home) |
| London | J Wilson | 36 Brenchley Avenue, Gravesend, Kent DA11 7RQ | 0474 535302 (Home) |
| Lowestoft | RD Mountney | 85 Yarmouth Road, Lowestoft, Suffolk NR32 4AE | 0502 513428 |
| Manchester | D J Edwards | 33 Wicks Crescent, Formby, Liverpool L37 1PD | |
| Medway | WS Bowen | St Peters, 53 Brockhill Road, Saltwood, Hythe, Kent CT21 4AF | |
| Milford Haven | JM Leney | 1 Grassholm Close, Westhill, Milford Haven, Dyfed | 06469 3150 (Home); 06469 3091x32 (Office) |
| Montrose | S Thompson | 23 Cruickshank Park, Hillside, Montrose, Angus DD10 9RA | |
| Mostyn | J Southwood | Green End, Beacon Lane, Heswall L60 0DD | 0745 560335 (Office); 051 342 5978 (Home) |
| Orkney | ET Moodie | Nyka-Tjorn, Linklater Drive, Kirkwall, Orkney DW15 1SZ | 0856 873523 |
| Peterhead | JM Murray | 1 Arran Avenue, Peterhead, Aberdeenshire | 0779 471457 (Home) |
| Plymouth | M Trott, Esq | The Pilot Office, 2 The Barbican, Plymouth | 0752 491381 (Home) |
| Poole | Mr G Greaves | 78 Rosemary Road, Poole BH12 3HB | 0202 66640 (Office) |
| Portsmouth | Mr P Fryer | 21 Montserrat Road, Lee-on-Solent, Hants PO13 9LT | 0705 733230 (Office) |
| Ramsgate | Capt GJ Tully | The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG | 0843 592277 (Office) |
| Scilly Isles | RJ Nicholls | Moyana, St Mary's, Isles of Scilly, Cornwall TR21 0JY | 0720 22066/22752 |
| Seaham | Local Secretary | The Pilot Office, Seaham Harbour Dock Company, Seaham House, Seaham, Co Durham SR7 7EW | 091 5813246 |
| Shoreham | CFG Crookshank | Pilotage Service, Watch House, Beach Road, Portslade-by-Sea, Sussex BN4 1WD | 0273 592366 (Office) |
| Southampton | JA Freegard | 66 Lucerne Gardens, Hedge End, Southampton SO3 4SF | 0489 780226 (Home) |
| Spurn | BE Watson | 85 Main Street, Skidby, N Humberside HU16 5TX | 0482 845079 (Home) |
| Sullom Voe | D McElvogue | North House, Sweening, Vidlin, Shetland | 0806 7224 |
| Sunderland | Capt P White | Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Tyne & Wear SR6 0PN | 091 56 72162 (Office) |
| Swansea, including | | | |
| Port Talbot | JB Hill | Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea SA1 1QR | 0792 206922 (Home) |
| South East Wales | ML Doyle | The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG | 0291 422694 |
| Tees, including | | | |
| Hartlepool | JW Wilson | 9 St. Austell Close, Stainton Manor, Middlesborough, Cleveland TS8 9NQ | 0642 485648 (Office) |
| Teignmouth | JC Whittaker | Stone Lodge, Newton Road, Bishopsteighton, Nr Teignmouth TQ14 9PR | 062677 6134 (Home) |
| Tyne | JH Burn | 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS | 091 257 3999 (Home); 091 455 5656/7 (Office) |
| Weymouth | PM Runyard | 24 Franchise Street, Weymouth, Dorset DT4 8JS | 0305 773693 |
| Whitehaven | CI Grant | 2 Mayo Street, Cockermouth CA13 0BY | 0900 822631 (Home) |
| Gt Yarmouth | B Collingwood, Esq | 2 Bernard Road, Gorleston on Sea, Gt Yarmouth | 0493 668223 (Home); 0493 855152 (Duty Pilot) |