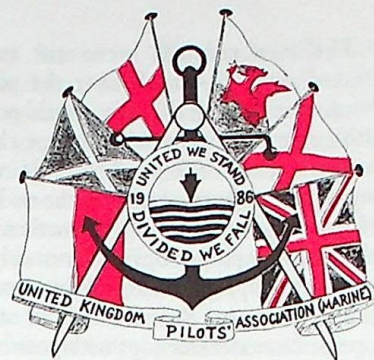


THE PILOT

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Editorial

Summer is a coming in – or so the poem says – hardly believable here in East Kent. Cold, wet, a strong northerly wind, at a time when Wimbledon is due to start and the strawberries should be ripe. Perhaps more than ever pilots will wish to take advantage of the Hoverspeed Discount between Dover-Calais, Folkestone-Boulogne or Stranraer-Larne. If you are interested please see inside for a slight change in the paperwork ... you cannot book your discount travel direct through the Reservations Department, they have strict instructions not to let you do it. You must contact the Editor – or in his absence – the UKPA(M) Office London.

The Editor, now retired, means to take longer holidays than the fortnightly dash of the last thirty years. To help out in planning *The Pilot* magazine's publication date could I respectfully ask anyone who has agreed to contribute to stick to the date for sending their entry, otherwise the magazine could end up more than a month late.

I realise that working pilots, and retired pilots, are busy people but it seems that *The Pilot* is still awaited with enthusiasm. Nothing could highlight this more than a recent telephone call from Leslie Vowles, retired Bristol pilot, who was making certain he had not missed his copy. I was happy to tell Sam Vowles' Uncle Les, born in 1902, that all was well and his next magazine would be with him shortly. We pilots who are 30, 40, 50 or 60 years younger should make sure he gets it on time. Bristol pilots have a long tradition of family service, one pilot apparently having a family pilotage tree which could go back to the first Bristol Pilot licensed.

Have a good summer, enjoy the long daylight hours, with good ships and the wind and tide behind you. Who knows, it may be a scorcher yet, and the Humber pilot's remark to me when making for Hull one red hot day during a water shortage could still come true – "Ah don't care if waters a pound a bucket – ah hopes it lasts forever!"

John Godden

Appletree Cottage, St Georges, Sandwich
Kent, CT13 9LE. Tel: 01304 612752

Feature

The Port of London

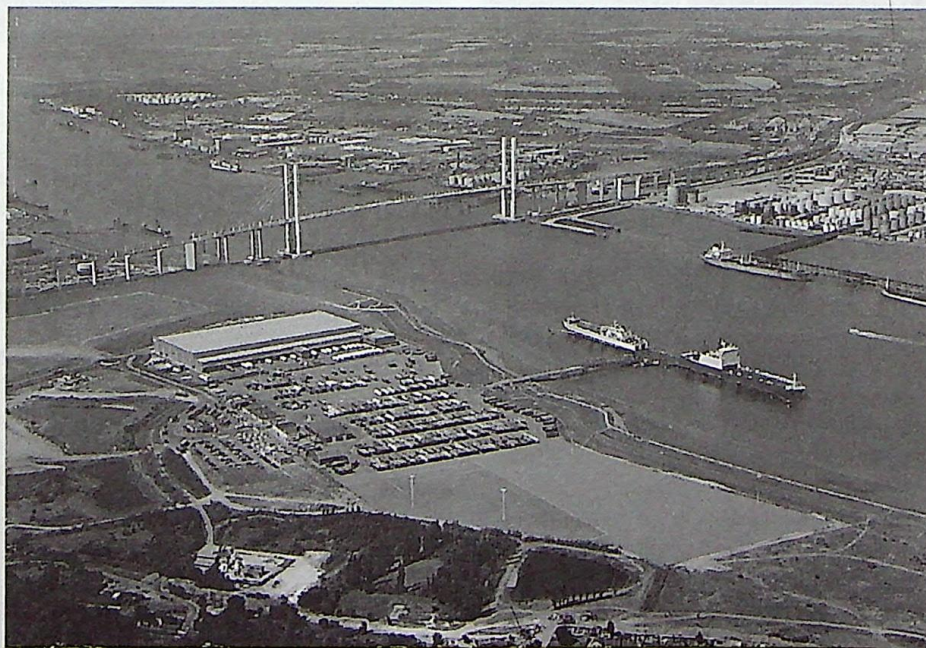
This feature has been devised by using material provided by kind permission of the Port of London Authority. It is not intended as an accurate London Pilots' view of the Port, rather as others see it. The editor hopes to run the Pilots' View of London in a future edition.

Port Control London

Michael Whitton, PLA Pilotage and VTS Manager, discusses the amalgamation of PLAs Thames Navigation Service and Pilotage Service into Port Control London.

When it was known that PLA would be taking over the responsibility from Trinity

House in 1988 for the pilotage of vessels trading to London, the primary task was to set up an organisational structure within PLA to administer and operate the pilotage service. However, even at the early stage, it was the long term intention that the Pilotage Service and Thames Navigation Service (TNS) which covers the vessel traffic services (VTS) should eventually amalgamate.



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The two services were not merged immediately PLA took over the pilotage because it was felt that this would produce difficulties at a time when major changes were already taking place. It was a significant cultural shock for the ex Trinity House pilots to come into a situation where they were employed by PLA. Formerly, they were self-employed, many of them for more than 30 years. But the aim of a joint operation under one roof with possibly one management structure remained.

The first step towards the amalgamation of TNS and Pilotage was made in early 1992 when the duty sea pilot, who up to that time had been running the sea pilots' roster moved to TNS as the Duty Pilot (VTS). In that position, he no longer ran the sea pilots' roster but provided services to the TNS duty officer and the Harbour Masters. His role has included giving pilotage advice, for example on critical depths of water between Gravesend and the seaward limits, and overseeing the ordering of pilots by owners and agents for vessels trading to London. In this way, a close link was established between an authorised pilot, the duty pilot and the duty officer and vessel traffic services.

During the middle of 1993, the next phase of the complete integration of VGS and Pilotage under one roof and one management structure began. There were two main elements

- The duty pilot would take over the role of the duty officer and be renamed the Duty Port Controller
- There would be rationalisation and merging of the functions of the Radio Officer II in Shipcon with the duty of the Pilotage Communications Officer in Pilotage.

While many of the tasks involved in these two positions were unique, there were a number of areas where there was an overlap and it was decided that the two jobs could be combined in the one with consequential savings in manpower.

These moves resulted in a surplus of senior marine officers working as Duty Officers at TNS and at the Thames Barrier Navigation Control Centre at Woolwich.



However, these surplus officers have been accepted into the pilotage service and have commenced their training to become pilots. All other reductions in manpower in the areas of Radio Officer I and the Pilotage Co-ordinator have been achieved by voluntary redundancy or early retirement. It has not been necessary to make anyone compulsorily redundant.

An important consideration during these changes has been to ensure that safety on the river would not suffer. This aspect has been carefully evaluated and PLA is confident that the high quality of

professionalism of all the officers working in the operations room will ensure that there is no deterioration in the high level of safety that has always been maintained. Indeed, a joint operation will eliminate the possibility of gaps in communications and improve standards even further.

Training

In order to achieve the amalgamation, it was essential to ensure that those pilots who were to become Duty Port Controllers were given sufficient training to enable them to carry out the functions of a combined duty pilot and duty officer covering the VTS role and the duty pilot role and having the delegated authority of the Statutory Harbour Master. Their training began in January this year. It included lectures from the Area Harbour Master and Harbour Master VTM, a VTS course at the Southampton Institute at Warsash and working experience alongside the duty officers in TNS. The Duty Port Controllers took over the responsibility for TNS on 1 April this year.

The merging of the Pilotage Communications Officers and Radio Officer II necessitated much cross-training during the middle of this year. This has been designed



to ensure that those fulfilling the newly designated title of Communications Officer are fully trained to carry out their new task.

Moves

In addition to merging the two operations rooms, pilotage administration moved from Alexandra House to the adjacent TNS building. The TNS operations room has been refurbished and altered to equip it as the new Port Control operations room. At the same time, the pilots' ready room and lounge moved into the TNS building.

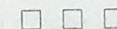
In addition, the Harbour Master and Assistant Harbour Master (Lower District) and the Harbour Master (VTM) have also moved offices. The second floor of Alexandra House is being refurbished to become the new accommodation for the Hydrographic Department.

Clearly such a major upheaval has created a considerable workload and many PLA people have been responsible for ensuring a smooth transition.

The Future

The long term plan for TNS and pilotage is now coming to fruition. The initial upheaval will be justified by the resulting improved and efficient combined service for customers.

A new identity has been created for the combined operation - it will be called Port Control London.



IMPROVING ACCESSIBILITY

The PLA's plans to deepen the River Thames at Diver Shoal in lower Gravesend Reach will substantially improve access to berths above Gravesend for deeper draughted vessels as well as extending 24 hour access for other shipping.

Historically, the development of larger ships whose passage could not be accommodated in some upper parts of the River Thames led to the movement of river traffic eastwards, away from central London. The wharfs and docks which make up today's thriving Port of London are mainly based east of Tower Bridge.

The trend towards building ever-deeper vessels continues in the move by shipping lines to accommodate increasing tonnages while containing costs. The restrictive shoulder in the river at Diver Shoal has meant that, at certain states of the tide, the river is inaccessible to some deeper draughted ships.

"Deepening the river is a commercial decision, reflecting market needs and ensuring the prosperity of the port," says Head of Port Promotion, Geoff Adam. "For any port, accessibility is a key requirement.

In a tidal port like London, it is paramount."

The PLA's action will go some way to combating the widening gap between deep sea and short sea trade handled in the Port. Historically, London was predominantly a deep sea port, with 70% of its trade derived from this source. With the development of larger vessels, this situation inevitably reversed. By providing extra river depth, the PLA is ensuring that the Port will retain its current markets and attract those which are seeking the benefits of a calling point providing immediate access to the key markets of South East England.

Deepening the channel gives the Port the ability to handle deep sea ships - at least 13 metres draught - over a much wider window, easing the time pressures imposed by the tide. For shallower draughted ships, in some cases it will provide 24 hour access, removing the tidal restrictions which affected them in the past. For example, some of the regular RoRo services will not have to be concerned about missing the tide.

In essence, access to the river and Port will be vastly improved. While some lines may still not have 24 hour access, dredging the river has opened the window to accessibility, says Geoff Adam.

Tilbury Power Station, the London International Cruise Terminal, Tilbury's Grain Terminal, Tower Wharf, Purfleet Thames Terminal and the Thames oil terminals are among the berths which will benefit. In fact, any wharf above Gravesend which is not restricted by the depth of the sill at Tilbury Lock Entrance or by the

Thames Barrier at Woolwich will have improved accessibility.

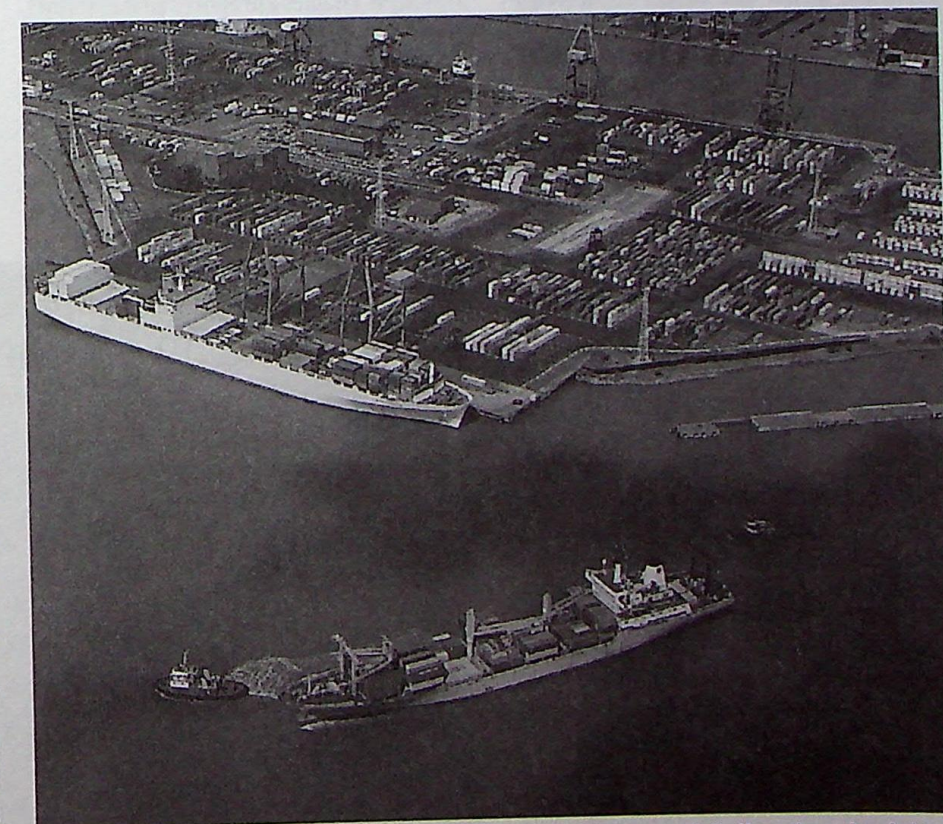
"Deepening the River Thames quite simply gives the Port of London an added marketing edge," explains Geoff Adam. "Wherever a berth is situated, its customers will gain from the increased amount of time available for turnaround. Add this new advantage to the proximity of the Port of London to the country's key markets and you have a winning combination!"

In addition to deepening the river at Diver Shoal, the PLA plans to deepen southern approach channels to ensure sufficient water for vessels navigating the estuary.

Preliminary work on the project is underway and on schedule. Construction of a series of groynes along the north shore of the Thames was due to start in Spring, with completions scheduled for December 1995. A full navigational channel will be maintained throughout the project with no interference to shipping.

Improvements to depth during the construction period will be secured by dredging. Dredging undertaken in August this year achieved a depth of 8.2 metres at chart datum. The PLA will seek to ensure that its 1995 dredging programme sustains or better this improvement.

The multi-million pound programme will be funded by the PLA, with no impact on port charges. On the contrary, increased tonnages through the Port coupled with the PLA's success in containing costs have enabled conservancy charges for 1995 to be maintained at the same level as for 1994. Further, pilotage boarding and landing



Dredging will improve accessibility to the River for both deep and shallow draughted ships.

charges are being reduced. Once again, the aim is to reinforce and improve the Port's competitive edge.

Describing the dredging project as a 'major investment for the Port of London it will further strengthen London's position as a deep sea port, and the UK's largest port.' He stated that the first six months trade figures for the Port of London showed a five per cent increase in cargo tonnage to more than 23m tonnes. 'The extra depth and improved access will attract further new trade and customers to the Port.'

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THAMES EUROPORT

Thames Europort opened this autumn when Sally Freight Ltd began operating its twice daily Dartford/Vlissingen ferry service.

Situated alongside the Dartford Crossing and only 16 miles from central London, Thames Europort's massive terminal complex links directly with the M25 motorway. Formerly known as the Dartford International Freight Terminal, the complex had lain idle for two years since the withdrawal of Kent Line's Zeebrugge Service. Now managed by John I Jacobs, a company which has close links with Sally Line, Thames Europort looks set for significant growth.

Long-established ferry operator Sally and its partner Oostende Lines have been operating services on the Ramsgate-Dunkerque and Ramsgate-Ostend routes for many years. The routes are served by five passenger vessels, two jetfoils and two freight ships. In total, about four million passengers, 400,000 cars and 300,000 freight units are carried every year.

While Sally started its Vlissingen service at Ramsgate, it was felt that a port closer to London was needed for the Dutch route. Following negotiations with Dartford International Freight Terminal owner Blue Circle, John I Jacobs took over management of the complex with Thames Europort as the operating company.

Sally's Dartford-Vlissingen ferry service connects England's main motorway network with Europe's industrial north. The key location of Thames Europort provides easy access for truck operators. Connections at Vlissingen are equally easy, providing immediate access to the heartland of Europe.

In overall journey distances, the Sally Dartford-Vlissingen crossing offers the shortest route from England's principal industrial centres to much of Northern Europe. For example, travelling from London to Luxembourg is a journey distance of 376 kilometres via Thames Europort, compared with 425 via Sheerness

and 451 and 526 using Dover and Felixstowe respectively. In most cases, Europort has a 50 km saving over its nearest route competitor, rising to as much as 100 km or more, depending on the other port involved. As moving freight by sea costs only one third as much as by land, users of Thames Europort can make substantial savings on transportation costs.

In addition, the motorway connections are so good compared to some other UK ports, says Sally, that drivers save extra time as well. Nor is time wasted on route. The ferry crossing itself allows enough time for a complete daily rest period. Drivers can have a break and a meal and be all set to go as soon as they land.

Sally's freight ferry service began in mid-September with two vessels, *Sally Sun* and *Sally Eurobridge*, providing two sailings a day. Both accompanied and unaccompanied trucks are carried. First class facilities are provided for drivers including meals, cabins and entertainment, and already the service has attracted a core of regular users. As far as unaccompanied vehicles are concerned, new vehicles are fast becoming a speciality. For example, DAF trucks are carried from Holland, with British-built Leyland DAF roadrunners, Land Rovers and Range Rovers transported in the opposite direction.

The success of the service has been such that, within six weeks of it starting, Sally said that it was planning to introduce larger vessels. On most of the night crossings, the vessels were full and it was clear that more capacity was required.

Sally is Thames Europort's first customer. The 71 acre complex is looking to attract further operators, and claims to be able to provide virtually any office and storage options - and room to grow. Thames Europort says that it has the ability to meet all customers' operating needs whether for a small logistics centre and berthing space

or headquarters, warehousing and designated terminal. The site is a deepwater facility with no cargo restrictions. There are also plans to develop a further 200 metres of quayside and add LoLo berthing to the existing two RoRo berths. Twenty four hours a day ship and cargo processing services are available and a purpose built terminal could provide facilities for ferry and cruise passengers.

The port complex has considerable scope for future development. Having made such a successful start, both Sally and Thames Europort look set to expand in London.

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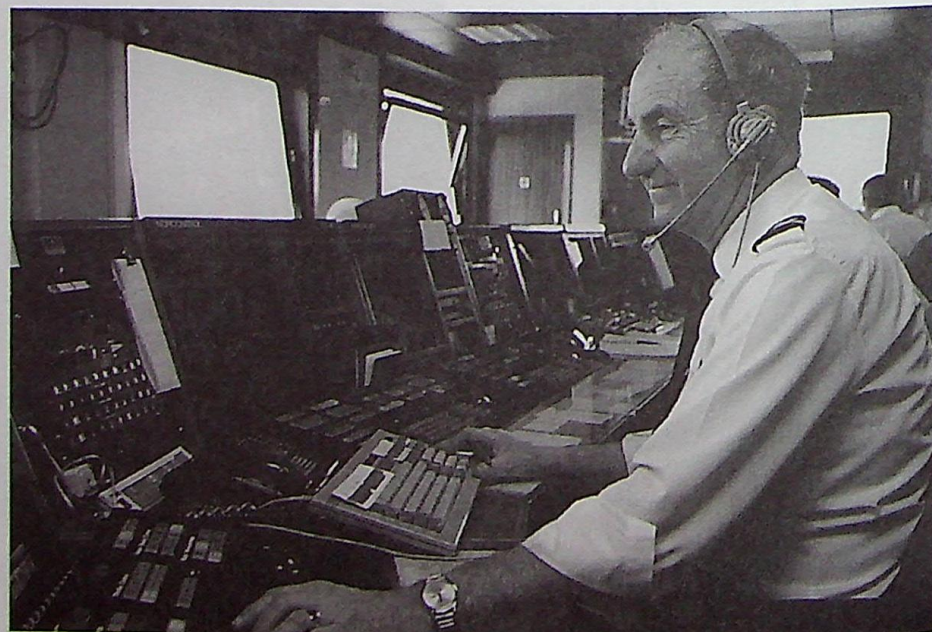
PORT OF LONDON GROWTH

Cargo tonnages passing through the Port of London in the first half of 1994 reached 23.4m tonnes, a five per cent increase despite a fall in coal because of the use of considerable stockpiles. 'The increase in the movement of commodities through the Port reflects the success of the PLA's aggressive worldwide marketing campaign at a time when the size of the market is increasing as we pull out of recession,' commented David Jeffrey, PLA Chief Executive.

Major commodities through the Port increased by the following: liquid bulks 11%; aggregates 11%; forest products 16%; steel 32%; containers 12%, and RoRo 25%. Mr Jeffrey said: 'We hope that these figures will put to rest once and for all the mistaken belief that because the commercial docks have moved away from central London the river is in decline. This is simply not true. Over the past 18 months, there has been massive private investment within the Port, promoted by the PLA to revitalise and regenerate river use.'

The facts speak for themselves.

- At least 37,000 London jobs are directly



or indirectly dependent on the Port.

- The Port of London has always been, and remains still, the UK's largest port, handling over 50m tonnes of cargo in 1993, which itself represented a four per cent increase over 1992.

- More than £55m investment has been encouraged by the PLA on the tidal Thames.

- The PLA has undertaken a worldwide marketing campaign, encouraging trade and tourism to the river, including the return of cruise liners to the Upper Pool.

- Investment of more than £2m by the PLA to improve navigational and pollution control on the river, and passenger facilities.
- The PLA organised the highly acclaimed 'Peoples Celebration' of the Centenary of Tower Bridge, focusing the attention of some 150,000 Londoners and tourists on the river.

Growth looks set to continue with a record number of ships visiting the Port of London during the three months July-September inclusive in 1994. At 3,568, the figure is the highest since the period October to December 1990, when 3,744 ships visited the Port. The breakdown of the 1994 figures shows that the largest increase was in shipping in the up to 10,000 tonnage range, closely followed by RoRo vessels.

In the cruise sector, the same three months saw ten ships visiting the Central London Cruise Moorings (CLCM) with a further 35 visiting the International Cruise Terminal at Tilbury. By the end of the summer cruise season, a total of 24 cruise ships, the highest yet, visited the CLCM adjacent to Tower Bridge and at Greenwich, an increase of 400% on 1990 when the moorings were first used.

Commenting on the figures, Geoff Adam, PLA Head of Port Promotion, said: 'These latest figures prove the popularity of the Port of London as the UK's main cargo entry point and the increasing recognition by operators of its position as the country's largest port.'

Please remember that the new address of the UKPA(M) to which all correspondence should be directed is:

**UKPA(M)
Transport House
Palace Street
Victoria
London SW1E 4JD**

PENSION NEWS

Pensions payrolls

From April 1995 we have been using our new pensions payrolls system which means that we now use our own computer to calculate the monthly or quarterly pension payments. Payslips will continue to be produced by a bureau for the time being and, for those of you who receive a PNPf pension, you will have noticed a change in the style of your pension advice form. There was a slight hiccup in April though; your bank statement would have shown a receipt from the 'Pilots Association' instead of the 'PNPF', but our new bureau rectified this as soon as we became aware of the incorrect wording. From May onwards PNPf will be shown once again.

There are two particular advantages to the new system. Firstly, we can accept amendments to payrolls, such as changes of addresses, banks, tax codes, etc, several days later in the month than our previous system allowed. Secondly, our computer screens can display each beneficiary's pension payments month by month, from April 1994, (as we ran our new system 'in parallel' for a year). This helps us considerably in answering questions about tax and tax code changes for example, particularly when these are received by telephone.

Whilst talking about changes, and to reaffirm the point made in last quarter's Pensions News article, we do need any address and bank amendments to be confirmed in writing to us before we will alter our records. This is to safeguard you as much as us; not only could a wrong digit in a new bank account be given or written down but also there is a very slight possibility that fraud could be committed!

As far as changes in tax codes are concerned, we have to be notified by the Tax Office dealing with the Fund's affairs (London Provincial 5 District at Salford) before we can make any alteration to a code number. Quite often the Tax Office will notify you a while before we are given confirmation of the change, in case you should decide to challenge the assessment. This means that the tax code number is not always changed as quickly as one might expect, but please be patient - any tax previously overpaid, during the current tax year, should be refunded through us!

Additional Voluntary Contribution Scheme (AVC Scheme)

During July and August, Deborah Marten will be sending AVC Scheme literature to

those pilots who wish to consider joining the arrangement on 1 October 1995. These will include any new pilots who have joined the industry since October 1994 and any others who have already asked for details since the last renewal. If you are thinking of joining and have not yet applied for details, please let us know as soon as possible.

We were advised by Equitable Life that, with effect from 20 March 1995, the Society's annual management charge for unit-linked arrangements was reduced from 3/4% to 1/2%.

As you may know from previous articles, AVC Scheme investments must be taken in pension form at retirement if you first joined an arrangement on or after April 1987.

Annual Report and Accounts

By the time this article is published all serving and retired pilots should have received a copy of the Fund's Annual Report and Accounts for the year ended 31 December 1994. We do not send copies automatically to pilots' widows but if any of you would like a copy, do please let us know and we shall gladly send you one.

Retirement Income Inquiry

A major document setting the scene for pensions into the next century

At a recent Conference of the Profund User Group (Profund is the pension administration computer that we use), Tom Ross, Chairman of the National Association of Pension Funds (NAPF), gave an extremely interesting talk covering, in particular, the Retirement Income Inquiry and the NAPF's evidence to the Inquiry.

It highlighted the way in which net income in retirement had changed from 1979 to 1990/91, ranging from an increase of just 18% in state benefits in *real* terms to 136% in occupational pensions and 171% increase in investment income. These last two were significant increases, although the latter figure reflected the higher interest rate that had prevailed at the beginning of the 1990s. Membership of occupational pension schemes had peaked in 1983 at 52% of the workforce but had fallen back to 1963 levels of 48% by 1991.

In future, it was anticipated that there would be more part-time working, amongst men as well as women. The Pay As You Go system of state benefits is inherently unstable and a mandatory system of contributing towards retirement income through a funded pla would be preferable. This could be topped up by additional funded private provision, with the state pension providing a safety net.

Currently the risks in pension provisions include investments, where equities have provided significant long term returns but were volatile, buying pensions (where

necessary) upon retirement in times of low interest rates and the continued improvement in longevity which, naturally, requires income to be paid for a considerable period at the end of one's working life.

The challenge for the future is to develop the private sector structure to achieve balance between risks and costs, and where benefits were simple, flexible, and easy to understand.

No doubt there will be fewer universal state benefits and the State Earnings Related Pension Scheme, known more commonly as SERPS, will be phased out. There *could* be a return to average revalued salary schemes (rather more popular some thirty years ago), and more "capping" of defined benefit provisions. Currently the maximum salary that may be taken into account by *approved pension arrangements*, (ie those receiving tax relief contributions and investment income), is £78,600 for those who joined an arrangement after May 1989.

The changing face of pensions continues!

Pension Benefits (No 11)

Early retirement at age 59

Since this series of Pension Benefits started in 1989, the age at which early retirement benefits can be paid without suffering any abatement for immediate payment has been reduced from 60 to 59. This example shows the calculation of the pension benefits and tax free cash sum for a pilot who has completed more than 20 years service by the age of 59.

In this case, the pilot has decided to retire on his 59th birthday, 20 July 1995, having been licensed on 1st July 1965, joined the Trinity House Benefit Fund then and transferred to the PNPF upon the inception of the Fund on 1 April 1971.

The Final Pensionable Earnings used in this calculation cover the period from 1 July 1992 to 30 June 1995 on an income of £24,000 p.a. as retirement is to take place in the second half of the calendar/Fund year.

- | | |
|--|----------------|
| 1 Pre-membership service awarded upon joining the PNPF on 1 April 1971 | 27.117 months |
| 2 Service in Fund 1 Apr 1971 to 20 Jul 1995 | 291.000 months |
| 3 Service awarded in lieu of "double 60ths" | 60.000 months |

Total pensionable service 378.117 months

Total entitlement, p.a.:
 $\frac{378.117 \times £24,000}{720} = £12,603.90$

Maximum tax free cash sum:
 Lesser of $1.5 \times £24,000$
 and $1.5 \times £27,000 \times \frac{N}{NS} = £33,750.00$

Where N = service to date of retirement
 and NS = service to normal retirement at age 65 *(Final Remuneration was explained in the article published last July.)

Residual pension p.a.:
 $£12,603.90 - \frac{£33,750.00}{10} = £9,228.90$

Widow's pension p.a.:
 50% of £12,603.90 = £6,301.95

The widow's pension is not affected by her husband's decision to take a tax free cash sum.

The pilot, having considered the options, decides to take a tax free cash sum of £25,000 and not the maximum available. His residual pension therefore becomes £12,603.90 minus £25,000 divided by 10 which amounts to £10,103 p.a.

Next quarter I shall recap on some of the benefits which were first covered earlier in the series but including any changes or significant points that have happened since.

Jan Lemon

From Daniel Ivor McMillan, Pensioner Representative, PNCP

It might be helpful to pensioners and future pensioners to know that I am the Pensioner Representative on the PNCP. Apparently there have been a number of queries. If at the end of Jan Lemon's column, that deals with pension, my name, address and telephone number is included then any one can contact me. I am not a Trustee or Reserve Trustee of the PNPF, but attend the two PNCP meetings each year and am in regular contact with Jan. I agreed with her a long time ago, when I was first elected pensioner representative (1989), that she would give the official information. If any pensioner or widow feels they have a problem, which has not been satisfactorily resolved, then I raise the matter. Might I add that Jan and the pension staff are so efficient and helpful that it is rare for me to have to raise anything officially. You never interfere with an efficient crew! Nevertheless, there may be pilots or widows in the far flung parts of the UK (excluding Scotland) who do not realise they have a pensioner rep who can look into any problem. In Scotland I have fairly good contacts, as with London.

DI McMillan, 17 Park Road, Gravesend, Kent DA11 7PR.
 Telephone: 01474 365154

UKPA(M) Circular No (5/95) 950318

Collective Agreements - Pension Fund Membership

As you may know, actions taken by a considerable number of CHAs to deny or prevent new Pilots from joining the PNPF has given the Committee, Pilot Trustees, and Pilots, a great deal of concern for some time.

In response to a request from a member I sought advice from the T&G Legal Department. The reply I received was:-

As you may be aware, most collective agreements are not contractually binding between the union and the employer. However, most collective agreements are binding between the employees (as individuals) and the employer. This means that employees can take action if an employer denies them contractual rights.

To check whether the agreement is contractually binding between employees and employer you should look at the contract of employment. If it states that the terms of the collective agreement are incorporated into the contract then members may rely on the agreement as a contractual agreement.

If the agreement is binding between the employer and the employees (as is likely - even if this is not stated in the collective agreement) the exact wording of the clause should be looked at.

In other words, if there is a clause in the collective agreement which states that employees have the right to be in the PNPF pensions scheme, it is arguable that there is a contractual term entitling them to claim this. If the employer does not honour these terms employees may take legal action.

If, after considering the above advice, you or your colleagues believe you have been wrongly denied the right to become members of the PNPF, and you would like further advice on the matter, would you please write to me explaining your situation and enclosing the relevant section of your contract/collective agreement, and any other correspondence you believe is relevant.

JM Leney
 Chairman UKPA(M)

Chronicles of a Pilot's wife

Dear Mum,

Sorry I had to cut your phone call short last week, but as I explained, I was helping Jim out with some kind of 'car act' and I needed to allow myself plenty of time for getting lost - which was just as well, because I did.

Occasionally (and as infrequently as I can get away with!) if there isn't a pilot available, I volunteer to run him from point A to point B, either back to his car after doing a job, or taking him to the dockside in time to do the job, after dropping the car at the breakwater. The only trouble is these docks and ports and terminals are an absolute maze, you've just no idea.

It's always OK as we're driving in to drop him off. Jim's "explaining" the route, so it's 'left here, right there, straight across at the roundabout, right fork here, past this gatehouse and that gatehouse, a wave to one official and a nod to the other'. My head's in a spin trying to take it in but these pilots are so used to barking orders and directions they forget that we don't all have the navigational skills of Scott of the Antarctic.

Once I've dropped him off and I have to find my way out again, I'm in a complete mess. As you know, I've got no sense of direction and everything looks so different back-to-front. These places are such a mess, so untidy and no signposts and no-one ever around to ask and so big and imposing and Sometimes the Alice in Wonderland-syndrome strikes and I think I'm going to be driving around for the rest of my life! And I can tell you, a lone female driving around these places at night attracts some very curious looks. On one occasion when the maze seemed impenetrable and I was at my wits end, I rang the pilot station from the mobile phone and asked them how to get out. I had to describe where I was, what I could see around me and they talked me out, like in those corny Hollywood movies

where the control tower talks down the novice airline pilot (you know, the only one on board who didn't have the Extra Spicy Chicken Tikka [with added botulism] for his dinner). Jim wasn't best pleased; the rest of the watch ribbed him unmercifully for a few weeks. "Fancy showing me up like that", was the consolation I received.

Oh what the heck, I'm growing a thick skin. Although the stress of being A Pilot's Wife must hang heavy at times because I've been getting That Dream back again. You know, the one where the phone goes to give Jim a job and I say he's not here but I'll do it. I put the uniform on, jacket, cap and all, drive to the ship (it's all so vivid in the dream), climb the ladder, make my way to the bridge, shake hands with the old man and then... That's where the nightmare strikes, because I haven't got the first clue what to do next. Usually I wake up in a cold sweat, thankful to find in reality I'm in a warm bed, safe at home and don't have to sail the ship.

I wonder if other spouses get this kind of nightmare?! Does Norma dream that it's Prime Minister's Question Time, they're all looking at her, Bambi Blair is grinning inanely - and she's struck dumb? Or Damon Hill's wife? Does she dream that she's in a formula one car, they drop the flag (or the lights change, or someone blows a whistle - I don't know what they do!) everyone sets off and she's still got the handbrake on? Or how about Dr Christian Barnard's missus? Imagine the scene. There she is, all scrubbed up in sterilised overalls and green wellies, scalpel in one hand, swab in another, anaesthetised patient on the trolley and a roomful of people waiting for her to conduct open heart surgery! I'm surely not the only paranoid wife out there.

Oh, I was going to tell you how Carla's parents' evening went wasn't it? Well, let's just say it could have been better. Jim was on call, so he came with us dolled up in

uniform in readiness for The Call. It didn't lend for a very relaxed chat with her teachers, Jim sat there looking all official, his VHF radio plonked on the desk, bursting into babble every now and again. And of course every time it sounded like a message that involved him, we all had to shush so he could listen, or he'd dash into a corner for a huddled conversation with the set. It was something straight out of Dick Barton-Special Agent. I should think Carla's teachers are amazed she manages to be so well-adjusted considering what a crackpot of a dad she's got!

Work's going fine for me, although there are times when the generation gap yawns wider than a toothless walrus. Take Monday for instance. The girls were all of a twitter over Take That's latest single and there was all this talk in the office about who's going to get to the top of the charts, the Fab Four (The Beatles have got a new single out, yes I know John Lennon's dead but...oh, I'll explain another time) or the Fab Five and I of course stuck up for the Beatles and quoted a few album titles and song lyrics. They looked at me with a mixture of disgust and sympathy, but who cares?

Well me, obviously. So I got Carla to fill me in on a few of the latest groups and boy am I out of date. Then she made me watch Top of the Pops - and at last I knew what my parents felt like when I was a teenager and used to watch it and they occasionally caught a few moments. Have you heard of grunge? or garage music? Believe me, you're better off not knowing.

Anyhow that's all for now. Hoping you're well. Will write again soon.

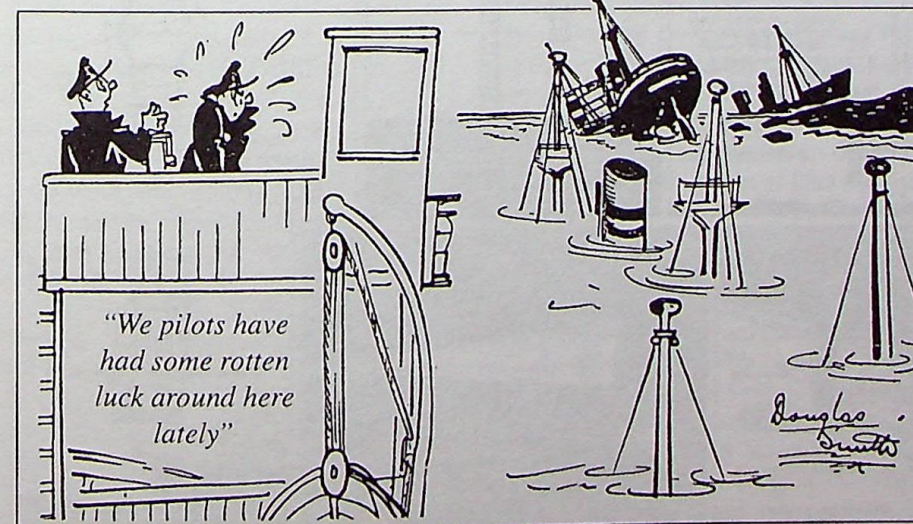
Lots of love, Julia.

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 30 days.

Advertise in The Pilot

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



IMPA

Comment

One of life's little ironies has come to light. During the UKPA's long association with IMPA, as a working pilot and especially during my editorship of *The Pilot* magazine, I have never received a copy of the IMPA Quarterly Newsletter. Now that we are no longer members of IMPA I have just received 'IMPA Newsletter No. 31' from an individual pilot. Now I cannot use it! Yet the Secretary General of IMPA in his editorial for Quarterly Newsletter no 31 pleads with National Pilots' Associations to be sure to circulate copies of IMPA Newsletters to all their member pilots.

Why as a pilot for nearly 30 years did I never see Newsletters Nos 1 to 30? And has anyone else? I am quite happy to suppose it was my fault. Do we all read the UKPA(M) Circular file at our pilot stations?

What I am publishing is the IMO Required Boarding Arrangement for Pilots, dated 23 Feb. 1995 believing that pilot safety transcends political or financial disputes.

I am informed by Joe Wilson, of Tees Bay Pilots, that the newly formed British Marine Pilots Association has been accepted for membership into IMPA. Details will be forwarded to *The Pilot* magazine when they are available, and if the UKPA(M) Section Committee approve, relevant news will be dispensed through our columns.

Editor.

PILOT TRANSFER ARRANGEMENTS

From the International Maritime Organisation

Required boarding arrangements for pilots

1. The Maritime Safety Committee, at its sixty-second session (24 May to 28 May 1993), noting a report by IMPA (MSC 62/21/3) on the continued rate of accidents to pilots while using pilot hoists, instructed the Sub-committee on Life-saving, Search and Rescue (LSR) to consider the matter and recommend as appropriate.

2. At its sixty-fourth session (5 to 9 December 1994), the Committee concurred in the recommendation of the twenty-fifth session of the LSR Sub-committee and approved a revision of the poster attached to MSC/Circ. 568 concerning use of pilot hoists.

3. The Committee, in view of the fact that the minimum distance between the nearer side ropes of the pilot hoist and the pilot ladder rigged in accordance with SOLAS regulation V/17(f)(v) is at least 1.4m, rendering transfer from the pilot hoist to the ladder impracticable, agreed that a pilot ladder combined with an accommodation ladder is the safest method of embarking or disembarking a pilot on ships with high freeboards and that a pilot hoist should only be used following agreement between the master and the pilot.

4. Member Governments are requested to bring the revised poster and the above recommendation to the attention of their pilots, seafarers, shipowners, ship operators and others concerned with boarding arrangements.

Further to the Recommendations on Protective Clothing

Letter from Mike Irving

Further to the Recommendations on Protective Clothing and Safety Equipment for the Marine Pilot adopted by the UKPA (M) and issued as circular 18/90 to all Local Secretaries, CHA's and the Department of Transport, and dated 13 August 1990, the Technical Committee has continued, as you know, to devote much of its time at both meetings and at Conference to the further improvement of pilots' protective clothing.

At the Technical Committee meeting of 3 November 1994, concern was expressed at the non-replacement of pilot lifejackets by some CHA's, who after acting upon the UKPA(M)'s recommendations, then saw no further need to purchase lifejackets and related clothing at any regular interval. The committee believed that some guidance should be given by the UKPA(M) to those responsible for the provision of pilots' protective clothing, and that the committee should accordingly make further recommendations to the Section Committee. (Refer TC minute 39/3a).

In line with the standards of maintenance and inspection of protective clothing required in other industries, the committee has also long believed that the pilot lifejacket should be subject to a regular inspection and testing service.

In the case of the Seasafe lifejacket for instance, Seasafe Marine Clothing Ltd., has, after consultation with the committee, agreed that such a service can be offered at their premises at the Chatham Historical Dockyard. (Refer minute 40/4a). A similar inspection and testing service should be applicable to all other makes of lifejacket currently worn by pilots.

In discussion at the Technical Committee meeting, held earlier today, the committee in recognising that the degree of wear and tear of protective clothing varies considerably from pilot service to pilot service, agreed that the critical factor in the giving of a replacement time-scale was both the life of the lifejacket inflator and any length of guarantee given to specific features such as retro-reflective strips.

With the support of the Research and Development Manager of the RNLI who attended the meeting, the committee were in agreement that the recommended replacement time-scale for the pilot lifejacket should be not more than 3 years, coupled with an appropriate interim inspection and testing service.

SPURN PILOTS LIMITED

The above company has recently acquired accreditation to BS5750/ISO9002 standard. We believe that we are the first self-employed pilotage district in the UK to achieve this quality benchmark. I enclose details which may be of interest to you in relation to a press release.

M WILKINSON, Chairman Spurn Pilots Limited

The River Humber is the busiest river in the UK. 18% of the Nation's trade in some 24,000 ships per year use the Ports and Wharves of the Rivers Humber, Ouse and Trent. The majority of these ships are provided with a Pilot for the inward and outward passages. The Pilot Service is provided by Spurn Pilots Limited a Co-operative of 150 self-employed Pilots formed in 1988 but following in a tradition which goes back to the reign of Henry VIII and earlier.

The Co-operative was formed in the wake of the 1987 Pilotage Act when the 3 former Pilot Services for the Humber, the Ouse and the Trent were amalgamated into one service to provide through pilotage sea to berth and vice versa. The Co-operative was helped into being by the local Co-operative Development Agency and is the biggest Co-operative in the area at this time.

To provide a Pilot at 2 hours notice at any hour of the day every day of the year is no mean feat. Little wonder then that the Pilots have had to develop an excellent system to deliver this level of service. At present Pilots are recruited from the Merchant Navy and enter the Pilot Service having served as Senior Officers at sea. The initial training period is 6 months after which time they are examined and authorised. For the first two years they pilot the smaller class of ships then graduate to a larger class of vessel and after a total of 4 years achieve 1st Class status and pilot all but the very largest vessels. The Very Large Vessels (Supertankers) are only allocated a Pilot of at least 10 year experience and then only from a restricted list of such pilots. Thus at every stage the ships have the benefit of a suitably experienced Pilot.

In addition to the pilotage of ships two very senior Pilots are on duty 24 hours a day every day of the year to administer the Service and provide expert advice and radar surveillance of the approaches to the river and attend to the transport of Pilots to and from ships.

The Service motto is SEMPER PARATUS-always ready-and is lived up to in every sense. Pilots have readily adapted to changes in shipping and customer needs as well as being available for duty when required. In spite of having no marketing potential and no pressure from the customers to achieve a standard, Spurn Pilots Limited resolved to gain ISO9002 accreditation because the Company wanted

to seek excellence and to provide the best possible administrative service at all times.

Consulting with Ferriby Marine of Hessle the Pilots proceeded to adopt the methods and standards necessary to gain the internationally recognised benchmark of a company anxious to be ranked among the best. The local Oil Companies and their terminals have the same accreditation as does the Humber Tug Company. In a modern society which demands high standards from professional people it seemed very logical that the Pilots should wish to demonstrate that their service is of the highest possible calibre. There may be other Pilot Services who have ISO9002 status but we believe that it will be as part of an overall port operation and that Spurn Pilots Limited is the first stand-alone Pilot Service to achieve this accreditation which was awarded by SGS Yarsley International Certification Services Limited.

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:

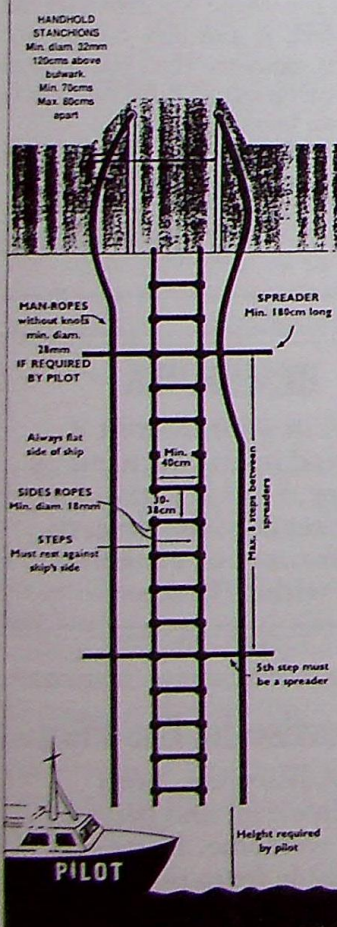
In office hours

Mr L Powell
Daytime tel: 01273-329866 ext 3142

Outside office hours

Mr L Powell
Home tel: 01323-29393
or Mr N S Cooper
Home tel: 01903-742927,
or Mr S S McCarthy
Home tel: 01444-248520

SHIPS WITH FREEBOARD OF 9m OR LESS



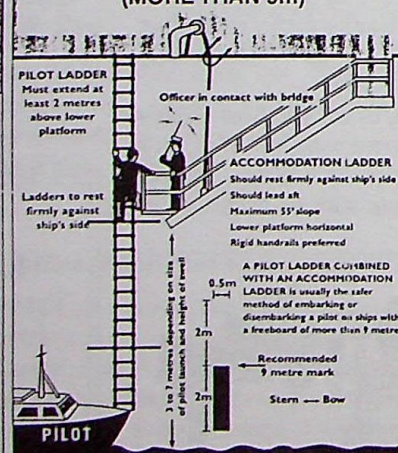
INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington", Temple Stairs, Victoria Embankment, London WC2R 2PN
Tel: +44 0171-240-3913 Fax: +44 0171-240-3518

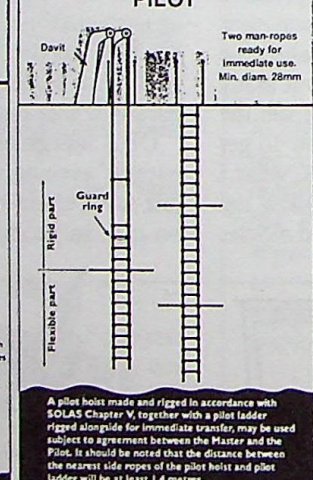
REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations

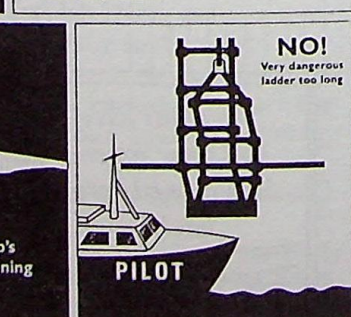
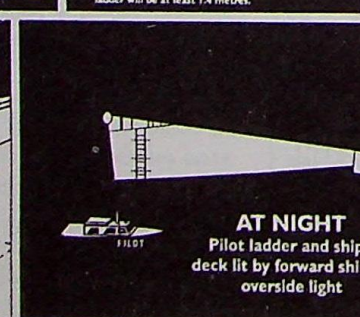
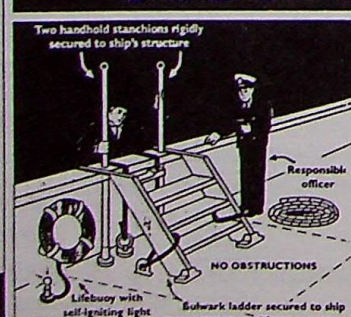
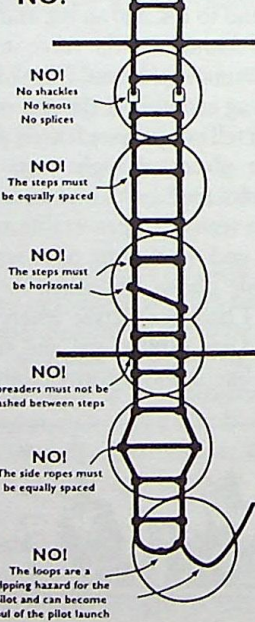
SHIPS WITH HIGH FREEBOARD (MORE THAN 9m)



PILOT



NO!

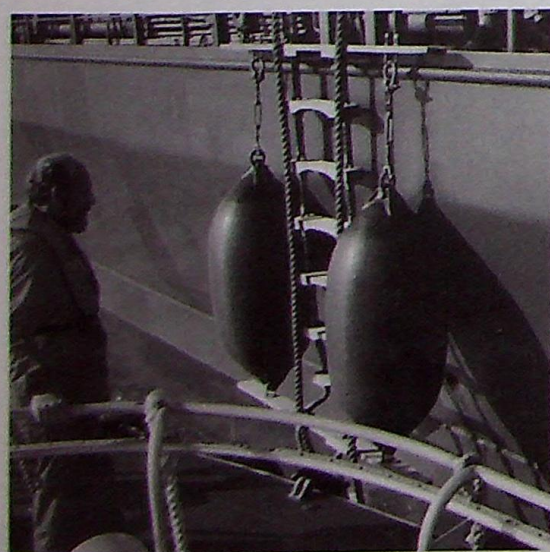


Technical Committee

Mike Irving's report continued from our previous issue.

The Monopolies and Mergers Commission sought representation from the then UKPA for pilots' views and information on the use of marine radio-navigation receivers and in particular to the possible existence of a monopoly in the supply in the United Kingdom of such receivers compatible with the Decca Navigator System (DNS). In the resulting Inquiry, the committee represented the UKPA and reported to the Hearing, held at the New Court, London in February 1986.

The Technical Committee, on being asked advice from pilots, has been able, in turn, to refer back to a considerable range of contacts made at the various seminars and meetings attended. For instance, guidance from British Maritime Technology (BMT) was sought on the question of shrouded or ducted propellers giving reduced stern power and lack of transverse thrust. The Robert Gordon Institute of Technology (RGIT) has been consulted on improved methods of recovery, as has the Institute of Naval Medicine on information on hypothermia and/or drowning and the merits of a facial splashguard for pilots' protective clothing. Chemists specialising in the carriage of the more dangerous chemicals have frequently been consulted in the compiling and updating of the yellow chemical booklet available to pilots, and at EMPAs request further consultation was sought to add a chapter on self-contained breathing apparatus (SCBA). On the other hand, the committee itself is now consulted by other agencies seeking advice, such as advice on the correct wearing of clothing



As a pilot nothing should surprise you!

being given to HM Customs and Excise, the development guidance given to a UK manufacturer's Personal Locator Beacon (PLB) and marketing consultants seeking advice on new methods of overside recovery. Telephone advice, more frequently on protective clothing or pilot transfer related problems, is also regularly and most willingly given to pilots, and the committee deals with any written requests for information.

This naturally leads this report on to the important subject of pilots' protective clothing, and those who have attended the UKPA(M)s Annual Conference over the last 10 years, will know that our safety clothing has been a regular part of the verbal report given to each Conference.

It can be said, without fear of contradiction, that pilots' awareness of personal safety whilst on pilot boats and during transfer has been much heightened by the continuing accidents to pilots at work. The Technical Committee of the UKPA(M) has been given and discussed many such reports - sadly some of them being fatal. Protective clothing has long been one of the committee's priorities, and a lot of different clothing has been tested over the years. Whilst, the committee has tried to remain impartial and unbiased throughout, it must be said that one manufacturer has long consulted with and benefited from the advice of the committee, and has successfully got BSi approval and a letter of 'no objection' from the DOT for his purpose designed pilot coat, in addition to HM Inspector of Factories approval for compliance with the 1988 Docks Regulations.

With the hard wear given by pilots to any form of protective clothing and in particular the difficulty encountered in keeping such clothing clean, the committee hold to the belief that improvements to protective clothing can still be made, particularly in the material used, be it breathable or otherwise. The committee has been insistent that manufacturers' Care and Safety Instructions leaflets should make particular reference to such issues.

The current difficulties with clothing brought about by poor waterproofing and difficulty in correct cleaning is much to the fore, and the committee has not only frequently corresponded with the manufacturer concerned but also held a meeting recently to see that such problems are resolved.

The three main codes of practice drafted by the committee and approved by the Section Committee, have shown a major advance in tackling an improvement in the safety of pilots, worldwide. The codes of practice

have taken some considerable drafting after initial preparation by individual members of the committee, and consultation has been further sought, where necessary, with both the Department and with Local Secretaries through suitable circulars.

The three approved codes deal very comprehensively with 'Protective Clothing and Safety Equipment for the Marine Pilot', 'The Boarding and Landing of Pilots by Pilot Boat' and 'Procedures for Enhancing the Safety of Pilots Serving Vessels Carrying Chemicals and Gas Cargoes in Bulk'.

To further reinforce the first two codes in particular and the vital issue of pilot's safety both prior to and during transfer, the committee looked to prepare a video to better emphasise the points of these codes. With approval from the UKPA(M) and good sponsorship from some of those manufacturers of safety equipment previously inspected and tested by the committee, the video was successfully made. The 'Marine Pilot Safety' video, which has sold well, has now had two subsequent re-runs. The video has been used to illustrate presentations and papers given to various seminars by the committee. To support the approved chemical safety code, a series of slides illustrates all the many points covered by the code - with emphasis on the danger to pilots boarding chemical tankers and gas carriers at installation jetties possibly during deflexing or blowing lines.

The committees input to the EMPA and IMPA Technical Committees has seen the same level of concern at the continuing transfer related accidents, at a European and an international level, and is leading to an adoption of the same three codes, where applicable.

Though this report is to deal with the last decade of progress within the UKPA(M)s Technical Committee, the representation of the committee on both the EMPA and IMPA technical committees has been beneficial to all committees and led to a much broader understanding of the problems within the technical field being experienced at all levels. It would be no overstatement to say that the thorough and wide-ranging work done by the UKPA(M)s own technical committee over many years is appreciated at a European and an international level.

The experience gained by pilot boat services now using faster semi-displacement boats, well fitted with deck and retrieval equipment and at times on the scene of an incident before the arrival of the professional SAR services, has underlined the value of the committee's exchange of technical information of a common interest with the Research and Development Manager of the RNLI, who for some years has attended alternate committee meetings. At the request of the R&D Manager, statistics relating to pilot boat deck safety

equipment and to pilot boat coxswain steering positions were established by questionnaires, as have been the handling characteristics of different sizes of pilot boats. The committee has kept a file of the various topics discussed and of concern to all - examples being osmosis, vibration, noise in confined spaces, fendering, high-tec fibre re-inforced composites, directional stability and seakeeping of high-speed craft fitted with trimtabs, searchlights, the risk of light degradation to high coloured protective clothing, image intensifiers and the latest stretchers.

UKPA(M) Technical Committee

Letter from Peter JD Russell,
the new Chairman of the UKPA(M)
Technical Committee

In the next few weeks Mike Irving is to hang up his 'Seasafe Coat' and retire, he tells us to spend more time windsurfing! On the 27th April he chaired his last Technical Committee meeting in this country although I believe he is to attend the EMPA meeting in Gothenburg in June.

The committee also lost through retirement, the very valuable service of Ian Stirling from Southampton. Both these stalwarts of the Technical Committee have over many years put in a great deal of work on the behalf of pilots and made major contributions to the safety of pilots not only in this country but in Mike's case through his drive and quiet enthusiasm at EMPA and IMPA; to pilots safety worldwide.

Both could speak with considerable experience of the difficulties of recovery from the water, Mike as a willing volunteer who regularly went around the country jumping off pilot boats when allowed, in order to check and give advice on improvements to equipment and training. Ian as a result of a serious immersion one cold night off the Solent from which he was lucky to escape but for the fine work of the pilot boat crew and his commitment to the use of the technical committee's recommended safety clothing.

Both will be missed by the committee members for their wisdom and pragmatism for they both had that happy balance of innovation and realism and were much respected not only by their committee colleagues but by those with whom they came into contact in the industry.

So what of the future? Well I have taken over the chair but I have only four and a half years service left before I retire. At my age I can assure you that plunging into cold water is not in my plans, I am a firm believer in delegation! However, I have been on the committee for the last 17 years about the same length of time as Mike Irving, and will

The committee recognises the increasing technology now facing all mariners and not least pilots. The role of the simulator in the training of pilots is to be squarely faced, and the committee, in accepting recent invitations and attending two very different courses, at Wageningen, Holland and at Grenoble, France, firmly hold the belief that simulators can in no way replace or compete with the essential on-board training for pilots, but concur with the belief that simulators do have a part to play in the whole concept of a pilot's overall training.

In addition to maintaining its presence on various bodies referred to above, the future direction of the Technical Committee is looking to testing and assessing safety equipment for pilots, and dealing with pilots' queries on technical related matters, to keep apace with the technological and electronic developments now so visible in the marine industry. The agenda of the next Technical Committee meeting in April will reflect this natural directional change - a change that is to affect not only existing pilots but that of the pilot of the future and his place in the smooth running of our ports.

be able to offer some continuity.

To replace Mike and Ian the committee have invited John Wright from the Tees and Gareth Rees from Southampton to join, thus retaining a geographical balance as well as that of self-employed and employed status.

Gareth with the MSA at Southampton and the RNLI at Poole on his doorstep will be in a particularly good position to maintain close contact while at the same time keeping the cost of the committee down. John on the other hand is well placed to carry on with much of the trial work that Mike did in the Tees Bay with the help and cooperation of Tees Bay Pilots Ltd.

Cost is of course a problem which really will face the committee in the future as our membership continues to fall. We now have only half the number of pilots that we had when I joined the committee but we still face the same problems of embarkation, of hazardous cargoes, of new and even faster pilot boats and the challenge of new technology and new training methods; all of which need to be addressed if we as a committee are to be of any value to our colleagues.

We have now received for evaluation 2 new pilots coats from Seasafe Marine Clothing which have been lined with Exeat 'Performance' Fabric which it is hoped will provide high breathability (an industry invented word!) thus helping to reduce the condensation. I have one and George Mills has the other at Liverpool. Unfortunately, the only material available at the time was mauve in colour which combined with the red coat makes one look rather like a 'senior sky pilot'! David Coe anticipated my comments and is endeavouring to obtain a more suitable colour for future production.

Seasafe Marine Clothing are of course not the only coats the committee have evaluated but they were the first to fully incorporate the recommendations

of the committee, recommendations which have since been adopted by EMPA. Recently Mike Irving reported on a Canadian built coat, the Mustang MCD - 100 Sterling Class System Coat and this report is available to pilots seeking advice.

Since taking over the committee I have attended a very interesting open day at the Maritime Operations Centre (Marchwood) of Southampton Institute Ltd shortly to be renamed once again the 'Warsash Maritime Centre', to see the new Nor Control 210 degree field of view, SHS2000 visual bridge simulator and try out the manned models. I will be reporting in full, to the executive and my own committee of my findings.

Finally to mark the retirement of Mike Irving the committee contributed to a farewell present of a very technical looking jigsaw, something to keep him busy when the wind is not strong enough for windsurfing! Such was the generous nature of Ian, he contributed without letting on he was to retire at the same meeting. He got nothing but our sincere thanks. I have enclosed some photographs of Mike receiving his present from me and in return evidence that I received from him all the technical videos.



Retiring Chairman Mike Irving (left), receives farewell gift from incoming Chairman Peter Russell.

Discount Travel

From Hoverspeed Limited

I write in respect of the concession which is available to yourself and other Sea Pilot Staff.

It has come to my attention that a pilot who recently booked and travelled with Hoverspeed Ltd on our Belfast-Stranraer route, unfortunately did not make the booking through the correct procedures but made the booking direct with the Reservations Department.

The application for travel which had been faxed to the Reservations Department, found its way to me on 30 May 1995, the pilot had by this time already travelled, in fact on 26 May 1995. When I enquired about the booking with the Reservations Department the fare charged had been altered to NIL.

Although there is nothing I can do to correct this, I intend to change the system to prevent a re-occurrence.

Firstly, I would be grateful if the forms can be sent to me, with no less than two weeks notice prior to the date of departure. UNDER NO CIRCUMSTANCES are bookings to be made through the Reservations Department direct, I will make the bookings and will require a first and second choice of dates of travel.

I do apologise about this, but as you can see, problems do arise if the correct procedures are not followed.

Melanie Hill (Miss), Personnel Assistant

The pilot concerned had to travel at short notice with no intention to disrupt the system. Anyone finding themselves in a similar position please telephone Melanie Hill on 01304 240101 and NOT the Reservations Department, she will expedite matters.

PLEASE NOTE: The Editor will be unavailable for Hoverspeed Discount letters from the end of August to the end of September. Anyone requiring a Discount letter during that time please contact Davina Connor at the UKPA(M) London Office, who will endeavour to oblige

Discount Travel

HOVERSPED - SEACAT

Discount travel on the Dover/Calais; Folkestone/Boulogne; Stranraer/Larne services continues. 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: 01482 77177.

Coastlines

RIVER THAMES PILOTS SOCIETY

The Society was formed after a meeting at the Bat and Ball Club, Gravesend, on the 7th May 1991. Membership is open to any person duly licensed by Trinity House as a River Thames Pilot. The Annual General Meeting, at their discretion, may invite such persons as they so wish to be Honorary Members.

There are 62 members at present, but not every retired pilot or working pilot has joined. So far, eleven luncheons have been held and the Fourth Ladies Lunch was held on the 5th December 1994.

The objects of the Society are to keep together former River Thames Pilots, serving River Thames Pilots, and their retired colleagues. Once a year a Ladies Luncheon will be held at which members, their wives and friends will be invited to attend, together with any of the widows who wish to meet old friends and acquaintances.

Three of the pre-1939 pilots are still around, two living outside Gravesend, namely, JC Dawson (W Sussex); CE Barren (Whitstable) and one in Gravesend - GH Johnson. The membership at present stretches from France, Portugal and many parts of England and Scotland with the nucleus in the Gravesend area.

This is just a short information sheet to help you understand the background of the Society. Should you require any further information please contact:-

Dan McMillan, 17 Park Road, Gravesend, Kent SA11 7PR. Tel: 01474 365154
Tony Atkin, Tor Lodge, Church Road, Hartley, Kent DA3 8DR. Tel: 01474 706404

THE NAUTICAL INSTITUTE

Institute launches commercial drive

To improve the commercial awareness of mariners, the Nautical Institute is publishing three major works in association with the UK P&I Club.

'The Development of Maritime Commercial Practice: An Introduction', written by Robert Tallack, goes out this week (from 3 April) to the Institute's 6,000 members worldwide, as a supplement to its regular journal 'Seaways'.

It presents a portrait of maritime commercial practice over the centuries and surveys the main areas of business concern to owners and charterers. It covers contracts, delivery, credit and payment, insurance and documentation. There is a section on the loading and storage of dry market commodities. It explains how the shipowner can be exposed to claims and stresses the value

of P&I clubs' advice on a range of matters.

The next publication, 'Watchkeeping, Safety and Cargo Management in Port' by Captain Peter Roberts, should be available in book form in September. It will be a companion volume to the Institute's 'Bridge Watchkeeping' and is designed to help junior officers with their duties in port.

'Commercial Management for Shipmasters', again by Robert Tallack, is scheduled to appear in January 1996. It will help the master with the knowledge and skills to sustain efficient working practices and manage commercial operations on board.

Julian Parker, Secretary to the Nautical Institute, points out: "Safety and mandatory standards have dominated the maritime community's agenda in recent years and quite right too. However, it has meant that insufficient emphasis has been placed on the commercial capabilities of ships. This three-volume project will make a significant contribution to remedying this deficiency"

The UK P&I Club have been so impressed by the opening publication that they are reproducing copies for all their members and correspondents.

Peter Donnellan, the Club's Loss Prevention Director, explains: "Over the past couple of years, the Club has stepped up its loss prevention initiatives to enhance shipboard practices which are both safe and cost-effective. Robert Tallack's timely introduction to maritime commercial development provides an excellent illustration of how best practice and commercial viability go hand-in-hand".

THE MARITIME TRUST REVIEW

The Maritime Trust, which aims to preserve and restore Britain's historic ships and put them on show to the public, has now issued the third edition of The Maritime Trust Review. The biannual journal brings Friends of the Maritime Trust and those who follow its work up to date on progress with the restoration of the Trusts' vessels.

The aim of the Review is to publicise the efforts of the Trust; to look at the ship preservation scene generally at home and abroad and to publish readers' correspondence; to list forthcoming events and generally to keep the work of the Trust in the public eye.

The Maritime Trust Review appears in May and November each year and is part of the Friends Membership package. The Friends' rates are: £10 per annum with £15 for joint membership; £20 for a family and £6 concessionary membership.

Further details can be obtained from: The Maritime Trust, 2 Greenwich Church Street, Greenwich, London SE10 9BG. Tel: 0181-858 2698; Fax: 0181-858 6976

LETTERS

Dear Sir,

I would like to make the following observations on the Chairman's report to members April 1995:

The chairman rightly is taking a strong line on Pilotage Exemption Certificates being awarded without the 'Bona Fides' of the holder being verified. I would like to say that I feel the UKPA should make sure its own house is in order first in as much as the Bona Fides of a member of the Pilots National Pension fund should also be verified. Mr Paul Hames is not a pilot, he does not pilot ships, he is not a member of Spurn Pilots Limited, who have the sole rights under contract to the CHA to supply pilots, yet he is allowed to be a member of the Pilots pension fund.

Mr Hames is an employee of Humber Pilotage CHA Ltd. and a Director of that CHA.

Will the PNPf and its trustees allow anyone to join or continue in the PNPf? What are the Bona Fides required?

Given the above it also comes as no surprise that the confidential document on Pilotage Exemption Certificates sent out by the Section Committee proved to be not very confidential.

M Barrett

Bona Fide Spurn Pilot

Dear Sir,

Reading the Obituary to Eric Smith, Forth Pilot, in the April issue of *The Pilot*, took me back 53 years to Leith Nautical College when 20 pimply faced youths entered the Cadet Course there, with the express desire "to go to sea".

One of our class, which included Ken Clow and myself, had had seafaring experience already, albeit in the shape of a fishing trawler and which set him a plane above our lowly landlubber selves. Eric already had the weather-beaten appearance supported by a fairly old navy blue fishermans jersey and the fishermans hands of tanned leather to prove it, which stood him in good stead when our Master, Captain McKay disapproved of our class conduct and ordered us out to receive "The Tawse"! This was a leather strap cut in three strips at the end which contacts the human anatomy, usually the hands.

This action usually resulted in various attempted remedies such as blowing on the hands, clapping them between the knees, digging them into the oxters - sorry, armpits, or shaking them vigorously in the air.

All to no avail, it still hurt!

But Eric would smile, nod his head and walk away to his seat, The Tawse having

had no effect on his physical, only mental, self.

I'm sorry to hear of his demise.

Donald McLean.

Dear Sir,

First of all apologies for not writing sooner. One for the "Obituary" column?

On the 3rd May 1994 the River Dee Pilotage Service officially passed away. The skills and standards of training that had long been associated with and required by Trinity House were dispensed with in favour of Employees of the CHA.

Pilotage has now been taken over by the newly appointed Harbourmaster and his Assistant, who under the terms of their employment are not members of the UKPA or the PNPf.

As promised a couple of years ago I will write you an article on the River Dee for the Magazine, unfortunately this maybe still sometime off. As I still have an on going legal action against Mostyn, following an accident that I was involved in when boarding a vessel, which has resulted in me ending up on the early retirement list!!

The good news is that my colleague Gordon Harrington who returned to sea for a short while following our departure from the Dee, has been invited back onto the Manchester Ship Canal. Duncan MacKenzie a former Liverpool apprentice who was also licensed on the Dee following my accident, has now been invited to join the Liverpool Service.

Every story should have a Happy ending!!!

John Southwood.

Dear Sir,

As a serving Sunderland Pilot, I place great store in receiving *The Pilot* magazine and reading the many interesting articles it contains and congratulate you sincerely on your quarterly production.

Your editorials have propounded the idea of using the annals of the magazine for topical debate and the latest Chairman's quarterly report commented on a breach in security of information.

In Sunderland, we have the somewhat onerous position of a retired Blyth pilot working (as cargo manager) alongside the port's general manager and most certainly advising on policy matters concerning ourselves; this retiree is one of those whose expediency was remarked upon in Panossim's column of *The Pilot*, January 1991. Our Section Committee member, John Burn, is familiar with the local detail.

I am also aware that this gentleman was receiving *The Pilot* for the princely sum of £6, though I do not know if this is still the case.

The point I make is that whilst I believe

the magazine may be of use as a forum for discussing topics and other pilotage-related issues, I am also firmly of the opinion that the bona fide pilotage fraternity should be aware of just who the readership audience contains.

I appreciate you tread a fine line, as editor, in trying to balance the input of different groups and reporting upon it in a factual manner through the columns of a magazine designed to hold everyone's interest, similarly, there can be no simple solution to the problem I have just outlined. What may be appropriate, is identifying those characters that have their feet in both camps and taking action accordingly; this may involve a motion at the next Conference and I would be interested to hear if there are any other Districts who find themselves in a similar situation. What I certainly do not wish to see are gentlemen, wherever they may be, enhancing their knowledge of pilotage matters through what they read in our magazine and produced largely at our expense then using that same information to our disadvantage.

Stirling M Scott
Sunderland Pilot

CONFERENCE '95

The venue:

Moat House International, Trinity Street, Chester CH1 2BD. Tel: 01244 322330.

Conference:

Wednesday 6th December - Section Committee meeting.

Thursday 7th December - UKPA(M) Conference opens

Friday 8th December - UKPA(M) Conference ends

Social Programme:

Wednesday 6th December - Reception by Lord Mayor in Chester Town Hall

Thursday 7th December - (Day) Tour for attending ladies

(Evening) Formal Dinner Dance at the Moat House International hosted by the Manchester Pilots

Friday 8th December - Possible optional local visit for attending ladies

It is hoped for a good attendance by District delegates and their ladies to substantiate the efforts made by the Manchester Pilots towards a successful Conference

Norman McKinney

Tickets for the Dinner/Dance at £25 each may be obtained from:

JG Taylor, Manchester Pilots Limited, Queen Elizabeth II Dock, Ferry Road, Eastham, Wirral, Merseyside L62 0BB.

Hot on the heels of Barrie Youde's history of the Liverpool Pilotage comes this book from Derek Clulow regarding the fascinating history of Liverpool's near neighbour and arch rival - Manchester. To the uninitiated and although in the past I have traded to both these major ports I am in this class, these histories highlight the struggles and tribulations the north western ports went through in the last hundred years. Governed by self interested Port Authorities, loaded with biased ship owners and port operators, the pilots found themselves attacked on all sides whilst trying to make what in many cases was a mere pittance for a living. But even more depressing is the realisation that whenever a glimmer of light appeared when pilots finally began to speak with one voice it was invariably their own kind, the senior established and often choice pilots, who made sure no change could be implemented.

BOOK REVIEW

NO TIDES TO STEM

**A History of the
Manchester Pilot Service**

*by Derek A Clulow,
Manchester Pilot from 1954 to 1988*

Derek Clulow's book is not all doom and gloom following as it does the original idea of such a waterway as the Ship Canal, the immense achievement in building it and the early years of navigating it. His archive photographs are classics, his research meticulous and his tenacity in the seven years it took him to write this book

rewarding. But I have to say, as an amateur reviewer but a pilot who spent most of his working life on some committee or another, the chapters on the workings of the pilotage system, which believe it or not partly relied on a "commission" system of backhanders to Agents, remain the most interesting; chapters which any UKPA negotiator or individual pilot would do well to reflect on when dealing with our present Harbour Authority set-ups. Many such Authorities must fervently wish history would repeat itself.

"No Tides to Stem" is the first of a three volume work which Derek hopes to undertake, depending in some parts on the sale of Volume 1 which he has financed himself. It is a Countrywise (sic) publication, priced at a reasonable £9.75 and book listed as ISBN 0-907768 72 5. I sincerely hope I shall have the privilege of reviewing volumes II and III before long.

THE PILOT

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Transport House, Palace Street, Victoria, London SW1E 5JD

Telephone: 0171-828 7788

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Lord Stanley Clinton-Davis

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Secretary/Treasurer

JH Burn 44 Walton Avenue, North Shields, Tyne & Wear NE29 9BS (01912) 573999

Section Committee

GA Topp	14 Woodlands Close, Parkgate, Neston, South Wirral L64 4RU(01513) 364301
A McInnes	80 Coilldene Avenue, Joppa, Edinburgh EH 15 2LG (0131) 6695454
NE McKinney	8 Alt Min Avenue, Belfast 8, Northern Ireland B8 4NJ (01232) 402302
MC Battick	7 Broadfield Road, Folkestone, Kent CT20 2JT (01303) 255808
M Marsh	Moss Rose Cottage, Steam Mill Road, Bradfield, Manningtree, Essex CO11 2QX (01206) 392924
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Chairman, Technical Committee

PJD Russell 3 Court House, Postling Court, The Street, Postling, Hythe, Kent CT21 4EX (01303) 862418

Auditors

- Hawdon Bell & Company, North Shields

Editor of 'The Pilot' - John Godden (0304) 612752

Secretary - Davina Connor 071-828 7788

Retirements

RJ Bews	Forth	February 95
GG Blackler	Tees	April 95
GN Greaves	Poole	March 95
DA Ingham	Harwich	April 95
CM Irving	Tees	June 95
RN Jordan	S E Wales	January 95
WJ Kane	Belfast	March 95
FT Newbold	Belfast	April 95
M Purvis	Barrow/Heysham	December 94
GB Robinson	Tees	February 95
JR Southwood	Dee	November 94
JE Wynn	London ~ River	February 95

Recruitment

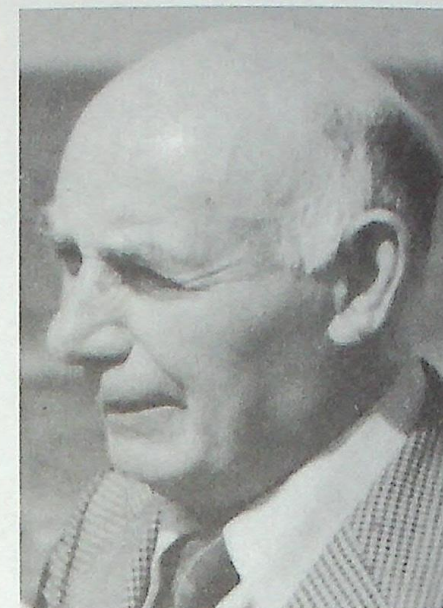
G Szulc ~ Tees ~ Licensed 6.5.95

Pensioners Deceased

April to June 1995

JC Acraman	Manchester Retired 1965
DS Brady	PLA ~ London Retired 1995
JC Howell	River Medway Retired 1989
AE Jordan	London ~ River Retired 1969
T Morgan	Cardiff Retired 1974
VB Pownall	Manchester Retired 1990
AC Rake	Kings Lynn Retired 1995
KS Renshaw	Cinque Ports Retired 1982
TV Stedman	Isle of Wight Retired 1982
JT Taylor	Tees Retired 1980

Captain Arthur E Jordan



Arthur Jordan, aged 91, died in hospital at Margate on the 12th January after collapsing when out shopping. He was the oldest member of the River Thames Pilots' Society and a regular attendee at the lunches held at the Masonic Hall Gravesend. He travelled up each time from Cliftonville where he lived after his retirement.

Arthur was born on the 5th November 1903, licensed as a River Pilot on the 13th March 1936 and retired in 1973. Prior to joining the Pilotage Service he was in the General Steam Navigation Company, like so many of the London pilots. He served all during the 1939-45 War and until his retirement was the Selected pilot for Palm Line and the 2nd pilot for Ellerman Lines. When you could get him to talk he had many anecdotes about the Thames and in particular the pilots he had served with. He gave the Society one of its best talks when he recalled his early pilotage experiences and explained why pilots had been issued with proper identity cards and placed under semi-naval control. It appears that in the 1914-18 War an outside cruising pilot cutter had been boarded by the Germans and the pilots were badly treated in a civilian POW Camp.

The funeral service was held at Margate Crematorium, on the 24th January. Pilots and their wives travelled from Gravesend to attend. A short eulogy was given by Captain Charles Little, one of the senior retired pilots, who had been piloted by Arthur, in the early 1940's, in the black-out from Gravesend to Charlton buoys. He emphasised his professionalism and dedication to the Pilotage Service. Arthur had helped him when he started as a young pilot and was always helpful to every new pilot, trying to make everyone feel "at home" in the job which he liked and did so well.

OBITUARIES

Arrangements were made with the PLA and his ashes were scattered on the Thames on Friday 27th January. This was a family gathering attended by his son, who had travelled from Australia to attend the funeral, and his three daughters.

Unfortunately Arthur's wife had died two years previously.

The members of the River Thames Pilot's Society will miss his cheerful company and in particular his little anecdotes about the River and the people he had met.

Vincent Brian Pownall

Sadly we have to report the death of retired Manchester Pilot Vincent Brian Pownall on the 13th February 1995 at the age of 62. Born on the 28th March 1932 and originally believed to have served with T & J Harrison, Brian was a Manchester Helmsman becoming licensed as a pilot on the 16th December 1960. He retired under the early retirement scheme on the 30th September 1990 and went to live near Alicante in Spain. A well attended Memorial Service was held in his honour on the 12th June.

The Editor does not have a detailed obituary of Brian's pilotage days from his colleagues, but what he does have is the nicest tribute a pilot could wish for - a letter from his wife - which I am sure she will not object to my publishing here.

"I wish to explain why my husband will not be renewing his subscription to the magazine this year. I would hate you to think that he had suddenly lost interest in what was his most beloved profession.

Sadly he died on February 13th this year whilst we were on a skiing holiday in Andorra. He was actually skiing when his death occurred and so, although I grieve his loss, I seek comfort from the fact that he never suffered and led an active life right up to the end.

As a Manchester Ship Canal pilot I can say with certainty and confidence that he was an asset to his service. He was proud to be a pilot and, needless to say, I was equally proud of him.

Brian enjoyed reading the Pilot but my reading interests lie elsewhere, therefore I will not continue with the magazine.

I trust you will understand. I wish you well".

Jean Pownall

I am sure I speak for his close colleagues and for all pilots, by saying that those good wishes are reciprocated.

John Godden, Editor.

Jack Taylor

John Taylor, retired Tees pilot, known universally as Jack, and in his latter years to his younger colleagues as 'Uncle' Jack, died peacefully in his sleep after a short illness on the 20th of March.

Jack was born in Middlesbrough in 1915 the eldest son in a family of six he joined the Tees Pilot Service in 1933 when a pilot apprentice's greatest assets were strong forearms for use in the pulling boat then used for pilot boarding. Following his apprenticeship his first trip to sea was to Newfoundland from Hartlepool with a cargo of coal. The return trip was to the same port loaded with newsprint. The work of cleaning ship for the change of cargo was never forgotten! His pilotage career was shortened by the war, pilotage recruitment being suspended for that period he spent those years at sea chiefly on Atlantic convoys. Jack obtained his first pilot licence in January 1946. Throughout his career as a pilot he was a quiet well-liked figure who enjoyed both his work and the company of his colleagues, he was equipped with a large fund of stories guaranteed to relax the most tense of masters with a relaxed manner which further aided in this regard.

He was ever-present at UKPA conference throughout the sixties and seventies taking a keen interest in pilotage matters both local and national.

Jack retired in October 1980 enjoying a long healthy retirement. A devoted family man he is survived by his wife Marjorie, a daughter and two sons, one of whom, Geoff Taylor is a serving Tees Bay pilot.



United Kingdom Pilots' Association (Marine)

Local Secretaries

<i>District</i>	<i>Name</i>	<i>Address and Telephone Number</i>	
Aberdeen	C MacDonald	Aberdeen Harbour Pilots, North Pier, Aberdeen, Aberdeenshire	01224 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	01232 402302 (Home)
Berwick	JH Jenkinson	c/o Harbour Master's Office, Tweedmouth, Tweed Dock, Berwick upon Tweed TD15 2AA	01289 307404
Blyth	C Briggs	34 Druridge Drive, Blyth, Northumberland	01670 355639
Boston	R Williamson	Boston Pilot's Association, Boston Dock, Boston, Lincs PE21 6BN	01205 362114 (Office)
Bridgwater	PH Lee	1 Grove Road, Burnham on Sea, Somerset TA8 2HF	01278 782180 (Home)
Bristol	The Secretary	Port of Bristol Channel Pilots Co. Ltd, Haven Master's Building, Royal Edward Lock Entrance, Avonmouth BS11 9AT	01272 023884 (Office)
Brixham	RJ Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon	01803 882214
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Colchester	R H Mackman	201 Maldon Road, Colchester, Essex CO1 12G	
Coleraine	W Dalzell	Harbour Office, The Quay, Coleraine, Northern Ireland, BT52 1BJ	01265 42012 (Home)
Cowes	Capt PG Wood	Cowes Pilotage Authority, Harbour Office, Town Quay, Cowes, IoW PO31 7AS	01983 293952
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Dover	Mr C Jacklin	6 Wells Avenue, Canterbury, Kent CT1 3YB	01304 240400 (Office)
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Forth	A Gibson	38 Dovecot Park, Aberdour, Burntisland, Fife KY3 0TE	01383 860298 (Home); Granton Pilot Station: 0131 552 1420
Fowey	C Wood	Woodpeckers, Cott Road, Lostwithiel, Cornwall PL22 0EU	(Pilot Office) 01726 870291
Gloucester	BH Richards	91 Jubilee Drive, Thornbury, Avon BS12 2YJ	01453 811323
Haven Ports (Harwich) ..	H Jones	444 Main Road, Dovercourt, Harwich, Essex	
Heysham	M Purvis, Esq	Pilot Office, Port of Heysham LA3 2UL	01524 51339 (Office)
Holyhead	AR Herbert	'Llys Dinas', Bull Bay Road, Amlwch, Anglesey LL68 9ED	01407 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	01553 86431
Lancaster			
Liverpool	A T Malcolm	Liverpool Pilots' Association, 4 Woodside Business Centre, Birkenhead, Merseyside L41 1EH	0151 949 6811
Londonderry	DP McCann	Shrove, Greencastle, Co Donegal, Ireland	00 353 7781036 (Home)
London	J Wilson	11 Worcester Close, Istead Rise, Gravesend, Kent DA13 9LB	01474 833594 (Home)
Lowestoft	RD Mountney	85 Yarmouth Road, Lowestoft, Suffolk NR32 4AE	01502 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	T Woods	c/o Milford Haven Pilotage Co Ltd, Gorsewood Drive, Hakin, Milford Haven, Pembrokeshire SA79 3ER	01646 698169 (Home); 01646 693091 (Office)
Montrose	S Thompson	23 Cruickshank Park, Hillside, Montrose, Angus DD10 9RA	
Mostyn	J Southwood	Green End, Beacon Lane, Heswall L60 0DD	07145 560335 (Office); 0151 342 5978 (Home)
Orkney	ET Moodie	Nyka-Tjorn, Linklater Drive, Kirkwall, Orkney DW15 1SZ	01856 873523
Peterhead	JM Murray	1 Arran Avenue, Peterhead, Aberdeenshire	01779 471457 (Home)
Plymouth	M Trott, Esq	The Pilot Office, 2 The Barbican, Plymouth	01752 491381 (Home)
Poole	Mr G Greaves	78 Rosemary Road, Poole BH12 3HB	01202 66640 (Office)
Portsmouth	Mr P Fryer	21 Montserrat Road, Lee-on-Solent, Hants PO13 9LT	01705 733230 (Office)
Ramsgate	Capt GJ Tully	The Harbour Office, Military Road, Ramsgate, Kent CT11 9LG	01843 592277 (Office)
Scilly Isles	RJ Nicholls	Moyana, St Mary's, Isles of Scilly, Cornwall TR21 0JY	01720 22066/22752
Seaham	Local Secretary	The Pilot Office, Seaham Harbour Dock Company, Seaham House, Seaham, Co Durham SR7 7EW	0191 5813246
Shoreham	CFG Crookshank	Pilotage Service, Watch House, Beach Road, Portslade-by-Sea, Sussex BN4 1WD	01273 592366 (Office)
Southampton	JA Freegard	66 Lucerne Gardens, Hedge End, Southampton SO3 4SF	01489 780226 (Home)
Spurn	BE Watson	85 Main Street, Skidby, N Humberside HU16 5TX	01482 845079 (Home)
Sullom Voe	D McElvogue	North House, Sweening, Vidlin, Shetland	01806 7224
Sunderland	Capt P White	Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Tyne & Wear SR6 0PN	0191 56 72162 (Office)
Swansea, including			
Port Talbot	JB Hill	Swansea Sea Pilots, Harbour Office, Lockhead, King's Dock, Swansea SA1 1QR	01792 206922 (Home)
South East Wales	ML Doyle	The Hills, 2 Wentwood View, Church Road, Caldicot, Gwent NP6 4QG	01291 422694
Tees, including			
Hartlepool	JW Wilson	9 St. Austell Close, Stainton Manor, Middlesborough, Cleveland TS8 9NQ	01642 485648 (Office)
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Whitehaven	CI Grant	2 Mayo Street, Cockermouth CA13 0BY	01900 822631 (Home)
Gt Yarmouth	B Collingwood, Esq	2 Bernard Road, Gorleston on Sea, Gt Yarmouth	01493 668223 (Home); 01493 855152 (Duty Pilot)