

HUMBER PILOTS

Some important dates in the history of pilotage in general and the Humber, Goole and Trent Pilot Services, the Humber Pilot's Steam Cutter Company, Spurn Pilots Limited (SPL) and Humber Pilots Limited (HPL), in particular.

Compiled from various sources and listed in time honoured chronological order.

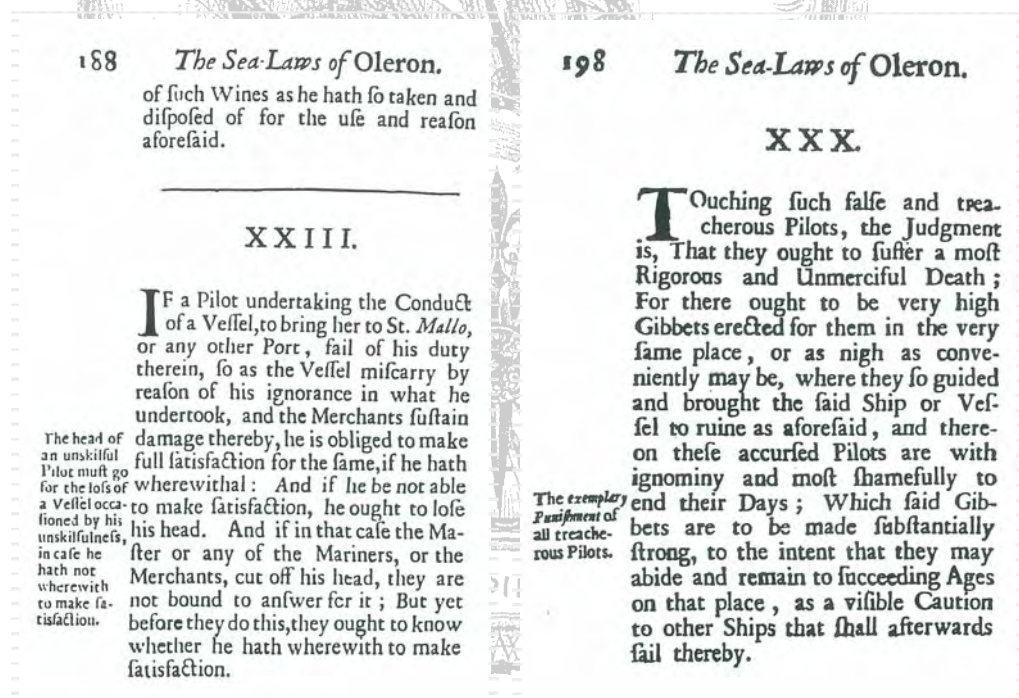
Dates and comments are believed to be accurate but not guaranteed. Any additional information or corrections/clarifications will be gratefully received.



FROM EARLIEST TIMES TO THE 15TH CENTURY

- 286 Carausius, an ex pilot/helmsman (working on the Belgian coast), flees to Britain after certain financial irregularities are discovered, declares himself Emperor and starts to issue his own currency. Murdered by his second in command not long afterwards.
- 1086 Grimsby is recorded in the Domesday Book and described as having a church with a priest, a mill worth 4s and a ferry, both worth 5s per annum.
- 1194 Approximately – Some of the earliest maritime laws were formulated in the Republic of Rhodes and afterwards received and confirmed by the Romans. They were adapted on the Isle d'Oleron (near La Rochelle) around this date although opinion varies. The island formed part of the Duchy of Aquitaine and was English at the time the laws were brought to England by King Richard I on his return from the crusades.

These laws formed the basis of the Black Book of the Admiralty and modern maritime law in England, however, there are possibly some exceptions,



- 1201 King John grants the first Royal Charter to Grimsby.
- 1299 1st April - The town of Hull is granted a Royal Charter by Edward I and renamed Kingston upon Hull.
- 1360 A new spit begins to grow at the entrance to the Humber after the destruction of its predecessor, Ravenser Odd.

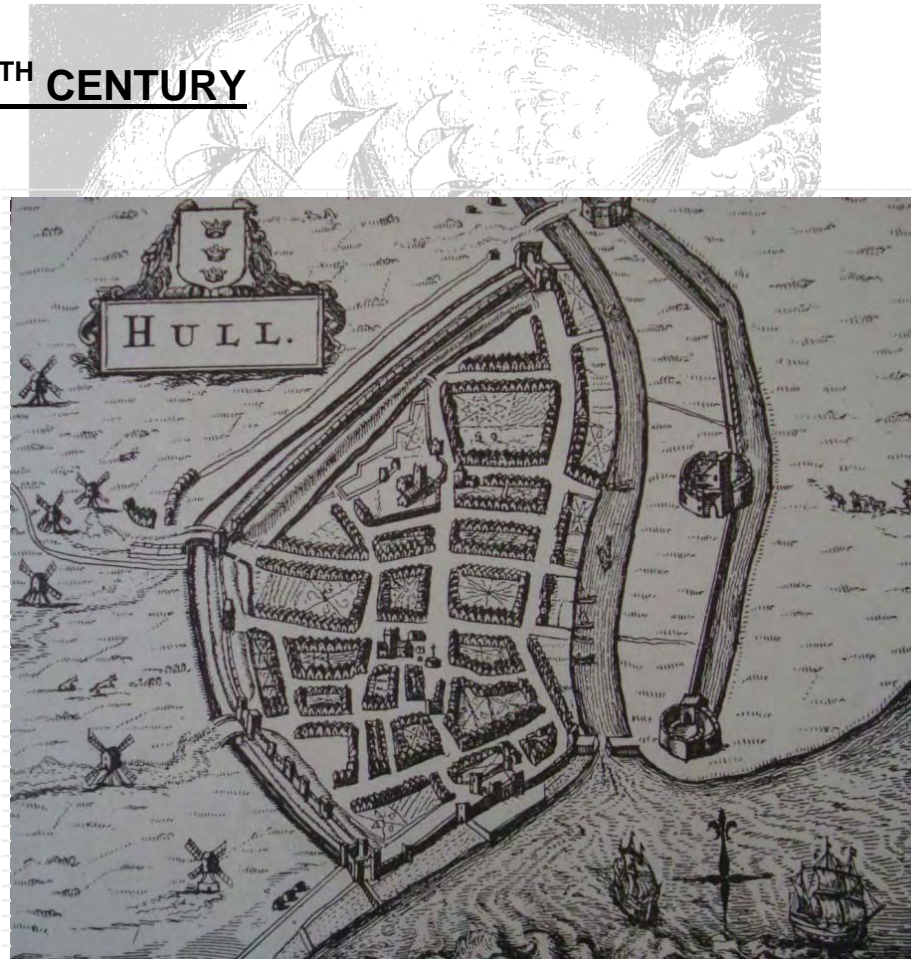
- 1369 4th June – 49 men and women make the 'First Subscription' and The Hull Trinity House is founded. The fraternity pledges to be present in the Church of Holy Trinity in Hull on the day of Holy Trinity, to carry the Guild's candles and to help each other in poverty and sickness.
- 1382 Richard II grants the port of Kingston upon Hull, to the mid stream of the river Humber, to the mayor, bailiffs and burgesses of the town.
- 1399 Bolingbroke, Duke of Lancaster, lands on the Holderness coast in his pursuit of the Crown.
- 1406 The new spit at the entrance to the Humber is now named Ravenser Spurne.
- 1427 The hermit, Richard Reedbarrow, establishes the first lighthouse at Ravenser Spurne.
- 1447 10th March – Henry VI bestows the power to elect the Admiral of the Humber to the Mayor and Burgesses of Hull.
- 1456 24 ship masters agree with the vicar of Hessle to establish an alter in the Holy Trinity Church and pledge to pay their 'lowage and stowage' to Hull Trinity House to support distressed seamen.
- 1457 All members of Hull Trinity House are now master mariners and pilots.
- 1466 The first recorded reference to the existence of a school at the Hull Trinity House.

THE 16th CENTURY

- 1512 10th July - The 'masters of hulks' (cargo vessels of the time) request the Mayor of Hull and the Aldermen of Hull Trinity House, "that they might have assigned to them by the said Aldermen and their successors, from time to time good men and able to bring in their ships called hulks into the port of Hull." They will be pleased to pay 6s 8d inward and 20s outward.
- 1527 There is wide scale flooding as the banks of the rivers Humber and Trent burst
- 1532 Charter of Henry VIII orders that anyone loading goods in any other ship, when a ship belonging to Hull is available, could be fined £20. The passing of the charter costs the city £32.
- 1538 The earliest recorded reference to Goole (Gowle) by name.
- 1541 Henry VIII visits Hull in both September and October and declares that all 'strangers' (foreign vessels including Scottish ships) visiting the port (Old Harbour) must be brought in by a brother of the Hull Trinity House. This came about after the King witnessed a Scottish ship trying, and failing, to enter the Old Harbour without a pilot. On 12th October the pilotage charges were set for

- 1585 Hull Trinity House is granted authority by the Lord High Admiral to place buoys and beacons in the Humber in addition to the buoy near Spurn.
- 1590 Hull Trinity House proposes the building of a lighthouse at Spurn – nothing is done.

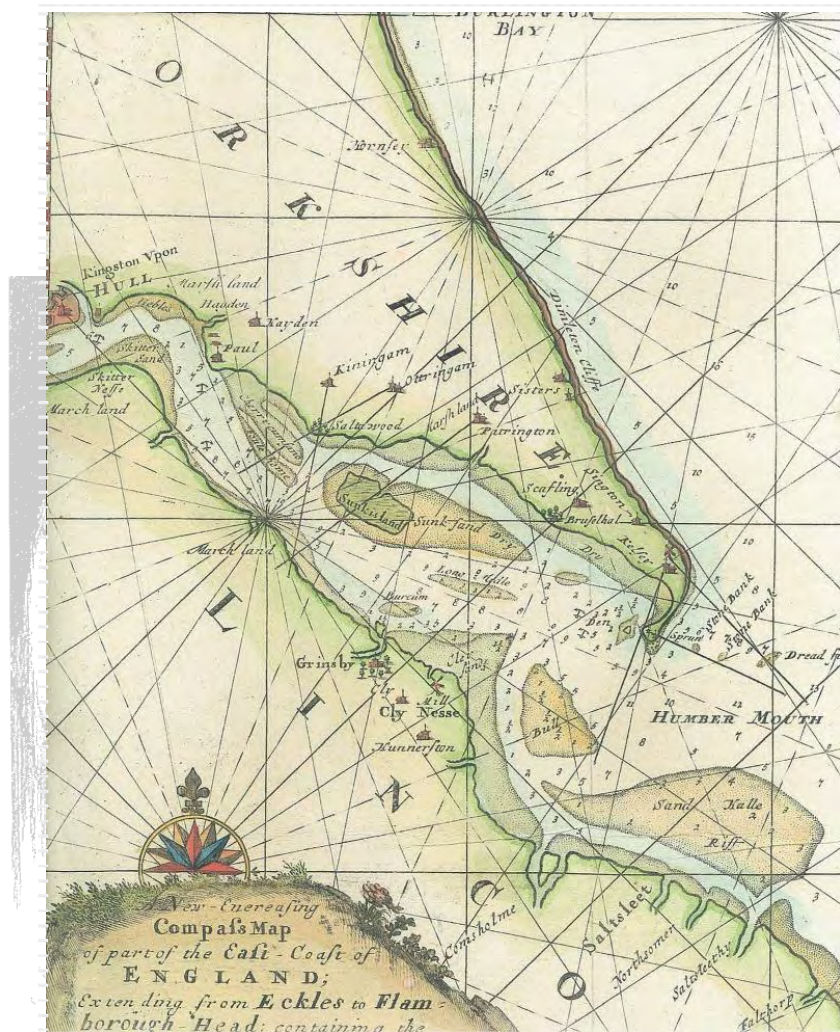
THE 17TH CENTURY



Kingston upon Hull in the 17th Century

JOHN SIMPSON

- 1609 Immingham Creek is the Pilgrim Father's first port of departure in England on their way to the New World.
- 1616 Plans are drawn up for a canal to be cut from Blacktoft to York in order to make it easier for shipping to access the port. The bill went to Parliament in 1621 but failed to get a second reading.
- 1629 The Dutchman, Vermuyden, orders a channel to be built to drain Hatfield Chase into the Ouse by Goole – later named, Dutch River.



17th Century Chart by G van Keulen of Amsterdam

- 1636 John Simpson, a servant of His Majesty with a licence from the office of the revels, is allowed to display the portrait of the Protestant hero, the Elector Palatine, for 10 days in Hull.
- 1667 Hull Trinity House is requested by Lord Bellasis, Governor of Hull, to undertake the responsibility of putting buoys in the Humber.
- 1667 Hull Trinity House is rebuked for putting an allegedly blind pilot onboard a Dutch ship, taken as a prize. The House replies that Capt Thorpe was aged but not blind.
- 1693 Greenville Collins produces the first British Sea Atlas and Sailing Directions. Hull Trinity House pays £10 towards the survey undertaken for the Humber chart.

Directions for Sailing into the River Humber up to Hull.

TO sail into the River *Humber*, you must have a Care of the *Dreadful-Sand*, on which is but 6 and 7 Feet at Low-water. This Sand lieth about 4 Miles, or 3 Miles and a half from the *Spurn*. There are two Lights erected on the *Spurn*, an high Light and a low Light; keep the two Lights together, and it carries you to the Southward of the *Dreadful*, as you may see in the Map of *Humber*, numbered with the Letter *H*. There lieth a small Bank between the *Dreadful* and the *Spurn* in the Fair-way, on which is but 3 Fathom and an half at Low-water; between the *Dreadful* and *Sand-bank* you have 12 Fathom Water. *Sand-bank* shoaleth by Degrees; you may stand over to the Sand into 5 Fath. Water. The *Spurn* is a low stony Beach, on which the Lights stand; but the Land of *Kelley* is different high coming from the Northward; it is bold and clean; you may come fair aboard the Shore from *Kelley* to the *Spurn*, keeping in 5, 6, and 7 Fathom Water. About a Mile from the Shore, and that Distance will carry you clear of the *Stone-bank*, which lieth off from the *Spurn* a quarter of a Mile or more.

1697 Hull Trinity House requires that pilots work a strict rotary turn list.

1698 The Aire and Calder Navigation Company is formed.

THE 18TH CENTURY



Kingston upon Hull in 1785

1736 John Harrison (of longitude fame) tests his first marine timekeeper on a barge on the river Humber off Barrow-upon-Humber.

1745 January – Hull Trinity House has the buoys from the river Humber removed due to the Jacobite rebellion.

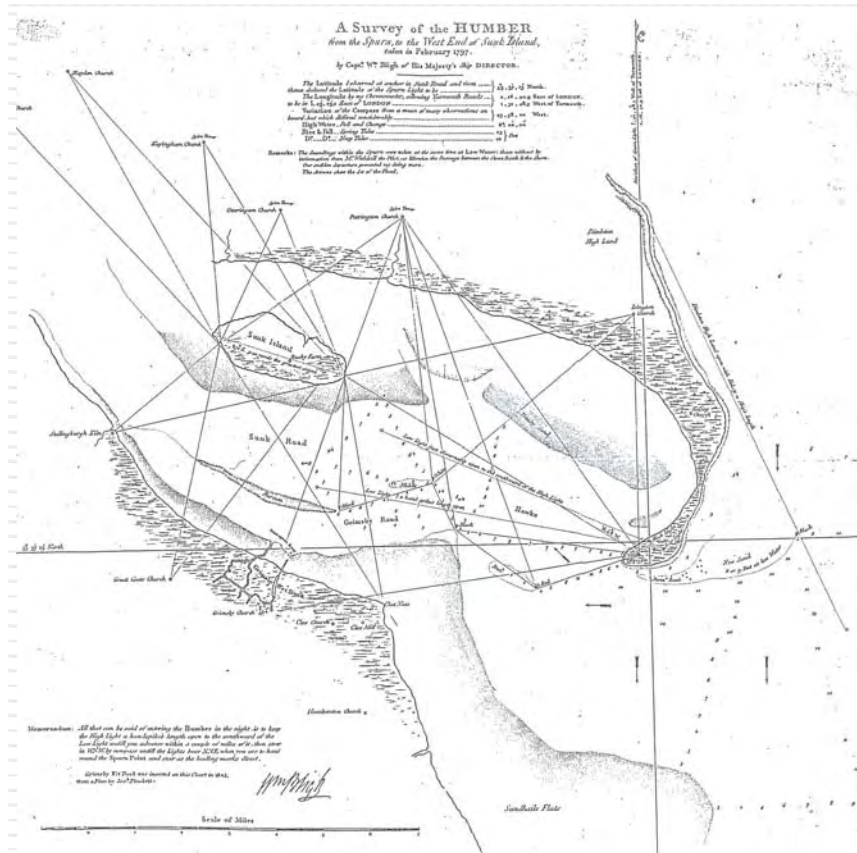
- 1746 January – The buoys are returned to their place in the river.
- 1757 Naburn Lock is opened at York. The Ouse is no longer tidal as far as the city.
- 1774 April - The first Hull Dock Act is passed containing 112 sections. The Hull Dock Company is formed with £80,000 raised in £500 shares.
- 1775 19 October - The first stone is laid for the dock by the mayor, Joseph Outram.
- 1776 Two new lighthouses are established at Spurn. Built by John Smeaton and opposed by John Angell, the grandson of the builder of the original light. Two Acts of Parliament were required before they could be built.
- 1778 August - Opening festivities for the new dock. The first enclosed dock in Hull and completed in 4 years, 3 years ahead of schedule, The Hull whaler, 'MANCHESTER' and the 'FAVOURITE', 'in all the magnificence of naval triumph' were the first ships to enter.
- 1778 22nd September – 'The Dock' is officially opened but no name is given. It is known as 'The Dock' until 1809 when Humber Dock is opened when it is referred to as 'The Old Dock'. It is finally named Queen's Dock during the visit of Queen Victoria to the city in 1854.
- Owned by the Hull Dock Company until bought by the North Eastern Railway Company in 1893. Covering nearly 10 acres and capable of holding 100 square rigged vessels it is the largest dock in the kingdom at this time. The engineer Mr Grundy furnished the designs and an estimate for the work. Closed and filled in during 1930 – now Queen's gardens.
- 1779 Humber pilot, John Jackson, is given 100 ducats by the American John Paul Jones after losing an arm in the fighting on the 'BONHOMME RICHARD' off Flamborough. A bond is also promised, equal to pilot's half pay for life, to be paid by the American Ambassador in Paris.
- 1782 The 400 ton burthen vessel 'BETHIA' is launched from the Blayde's shipyard in the Old Harbour and works in the Baltic timber trade until purchased by the Admiralty in 1787 and renamed HM Armed Vessel 'BOUNTY'.
- 1787 2nd February – A Marine school is opened in Trinity House Lane, Hull with 36 pupils and the Rev T O Rogers, curate, as master at £50 per annum.



Hull Trinity House School in about 1880

- 1787 The first steam vessel in the country is built on the river Hull at Wincolmllee under the direction of two men from Elland, Robert Fourness and James Ashworth, to tow sloops and barges. A patent was later granted and £70 per annum for life granted by the Prince Regent.
- 1788 William Symington, a country millwright, builds a paddle driven steam boat.
- 1792 Selby Toll Bridge is opened and is the only bridge across the rivers Ouse and Humber between York and the sea.
- 1792 The Collector of Customs in Hull requires all Grimsby bound vessels to clear customs in Hull before proceeding onward. This requirement ceased in 1801.
- 1796 The Grimsby Haven Co is incorporated by Act of Parliament.
- 1797 February – William Bligh (of 'BOUNTY' fame) carries out a survey of the Humber from Spurn to the West End of Sunk Island onboard HM ship 'DIRECTOR'.





William Bligh's Chart of 1797

THE 19TH CENTURY

1800 4th April - The Humber Pilot Bill is passed in Parliament. Hull Trinity House is given the authority to licence pilots and 21 commissioners are created. Certificates are to be carried by pilots and shown to ship's masters on demand. The first licence is to cost not more than £6 6s and subsequent licences granted to the same person not more than £3 3s. The licences are to be renewed annually. The cost of clerical work for each licence is 7s 6d. A joint stock is created to divide earnings and a tonnage tax of 1/2d per ton levied on all ships to pay for the passing of the Act. A list of all pilots is to be maintained, printed and distributed.

1800 12th April – Hull Trinity House advertises for pilots.

TRINITY-HOUSE

HULL, 12th April, 1800

THE Corporation do hereby give Notice
That such Persons as are desirous of being
licenced to act as RIVER PILOTS, conformable to the directions of the Act of Parliament lately passed, for the appointment and regulation of Pilots, for the conducting of Ships and Vessels into and out of the Port of KINGSTON-UPON-HULL, and other purposes may deliver in their Applications in writing to the Clerk's Office in this House, on or before Saturday next.

By order of the Worshipful the Wardens, & Co

James Green,

Secretary,

To prevent trouble, the Wardens recommend such Persons only to apply whose abilities will bear the strictest Scrutiny, and who intend to conduct themselves with the utmost Sobriety and Decorum.

Wording of the advert

1800 1st May – The first 30 men licensed;

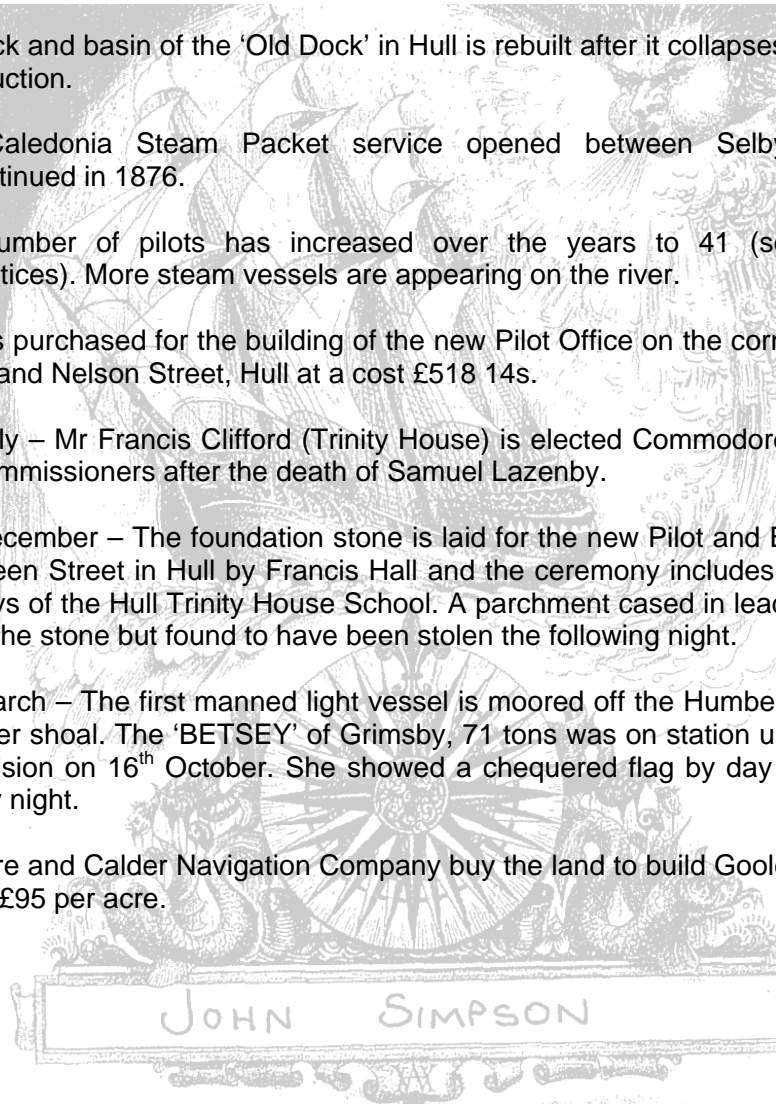
David Agar, John Boddily, Thomas Ray, John Riccabby, George Bottomley, Stephen Brown, John Blazier, William Custom, George Evison, William Clay, William Gilbank, Richard Hilyard, John Hurry, William Hutchinson, Robert Jackson, William Jackson, William Joys, John Lee, Thomas Lundie, James Scott, Daniel Oliver, Thomas Raynor, Thomas Watson, John Waudby, Thomas Wood, Robert Feetham, Robert Marshall, John Tarbitton, Joseph Symons, William Floater. Robert Leake is appointed Commodore and Warden Clifford (Trinity House) is elected Chairman of Commissioners.

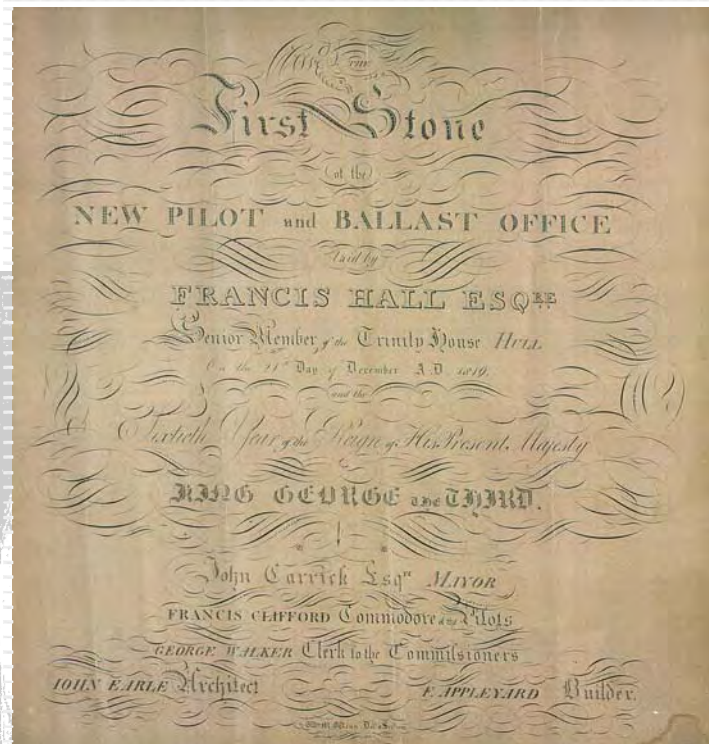
1st May – The first 6 pilot boats licensed; 'FOX', cutter, 28 tons, built in Grimsby 1837, master John Waudby, 'TARTAN', cutter 22 tons, master William Joys, 'SYREN', cutter 42 tons, master William Jackson, 'NEPTUNE', schooner, No4, 42 tons, built in Grimsby 1864, master F M Kelly / William Gilbank, 'VENUS', 44 tons, master John Lee, 'ROVER', 22 tons, master Robert Jackson.

1800 7th August - The Commissioner's Bye-Laws are passed. As well as other regulations there are to be 30 pilots, 6 boats and 1 apprentice bound to the master of each of the boats and all to be paid for out of the joint stock. The boats do not belong to the pilots.

- 1800 June – 5 men previously plying their trade as pilots, but not passed or licensed under the Act are fined £20 each for plundering and selling stores recovered from a stranded ship.
- 1800 30 December - The Grimsby Haven Company opens an enclosed dock and dry dock in Grimsby at a cost of £70,000.
- 1801 4th May – 27 licences are renewed at £3 3s and 12 issued at £6 6s. Total 39.
- 1801 May – Commissioners total income for the previous 12 months is £413 10s 11d, Disbursements £233 13s 7d. The Balance of £179 17s 4d is placed in Messrs Smith and Thompson's Bank. The Commissioners rent an office for £13 13s and £9 1s 9d possession. All meetings are held in the Guildhall.
- 1801 12th February – T Wood, one of the original 30 pilots under the 1800 Act, is drowned after falling overboard from a sloop near Gould.
- 1802 An Act is passed for the building of Humber Dock. Work commences in 1803.
- 1802 May – There are 37 Humber pilots.
- 1803 May – The number of pilots is increased to 39.
- 1807 5th March – It is decided that the earnings of the cutters and pilots are to be made one general stock as before.
- 1807 13th April - The 1st stone is laid for the 'New Dock' (Humber Dock) at Hull, designed by John Rennie and the first with an entrance directly into the Humber.
- 1807 14th August – Mr S Languish is appointed Commodore of pilots, by the Humber Pilotage Commissioners at the Guildhall.
- 1808 25th June – An Act for the better Regulation of Pilots and of the Pilotage of Ships and Vessels Navigating the British Seas is passed. The Act deals mainly with the Thames and Cinque ports but did confirm that lists containing the names, ages and places of residence of all pilots in England together with the dates of their appointments to be provided to London Trinity House on or before 31st December.
- 1809 30th June – Humber Dock is opened in Hull, covering an area of 7½ acres, at a cost of £230,000, half of which is borne by the Hull Corporation. The first ship is the 'EFFORT', armed with cannon, and decorated overall with the yards manned by boys from the Trinity House School. Renamed Humber Dock later. Closed on 31st July 1969 but re-opened as the Hull Marina.
- 1810 August – The number of pilots is down to 25. A request is made for 6 more to be licensed.
- 1810 Samuel Lazenby (Humber Pilot) is appointed Commodore of pilots, by the Humber Pilotage Commissioners at the Guildhall. Died 27 June 1819, aged 75.

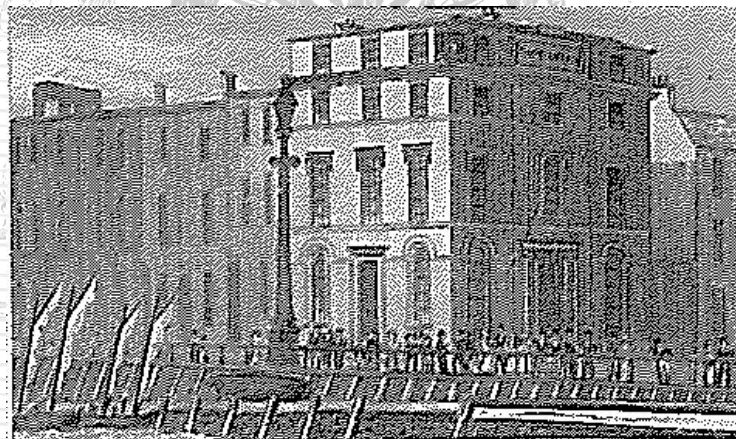
- 1811 The Commodore's salary is increased to £120 per annum plus rent, coal and income tax.
- 1812 2nd January – Mr Plaskitt of Grimsby is requested to report when any of the pilot cutters are skulking in Grimsby roads when the weather is not extremely bad.
- 1814 The 1st commercial steam vessel appears on the Humber. The 'CALEDONIA' operates on the Hull to Gainsborough and York service.
- 1814 The lock and basin of the 'Old Dock' in Hull is rebuilt after it collapses due to poor construction.
- 1816 The Caledonia Steam Packet service opened between Selby and Hull. Discontinued in 1876.
- 1819 The number of pilots has increased over the years to 41 (some are ex apprentices). More steam vessels are appearing on the river.
- 1819 Land is purchased for the building of the new Pilot Office on the corner of Queen Street and Nelson Street, Hull at a cost £518 14s.
- 1819 25th July – Mr Francis Clifford (Trinity House) is elected Commodore of pilots by the Commissioners after the death of Samuel Lazenby.
- 1819 21st December – The foundation stone is laid for the new Pilot and Ballast Office on Queen Street in Hull by Francis Hall and the ceremony includes a parade by the boys of the Hull Trinity House School. A parchment cased in lead was placed under the stone but found to have been stolen the following night.
- 1820 27th March – The first manned light vessel is moored off the Humber to mark the Chequer shoal. The 'BETSEY' of Grimsby, 71 tons was on station until damaged by collision on 16th October. She showed a chequered flag by day and a bright light by night.
- 1820 The Aire and Calder Navigation Company buy the land to build Goole at a cost of £80 to £95 per acre.





Laying of the First Stone of the Pilot Office

- 1821 The first regular coastal steam vessel, trading from Hull to London is the wooden paddle ship 'KINGSTON', 60 horse power, managed by Weddle and Brownlow,.
- 1821 The new Pilot Office, built at a total cost of £1,996 0s 11d, is opened by the Commodore, Francis Clifford.



The Pilot Office, Queen Street, Hull

- 1821 20th November – “The common seal of the House (Hull Trinity House) was this day put to the conveyance of the piece of ground in Queen Street whereon the new Pilot Office is erected and which is conveyed to the Wardens, Elder Brethren and Assistants of this Corporation in trust for the Commissioners acting under the Humber Pilot Act 1800”.

- 1821 21st November – A telescope is presented by Messrs Bell, A S Kinson & Brown and they are given free access to the observatory on the top floor of the Pilot Office.
- 1822 40 Humber pilots are listed in Battle's Directory of Hull. Pilot's earnings are £76 2s 1d and remuneration £3 4s 7d.
- 1822 The cutting of the Goole to Ferrybridge canal is commenced.
- 1822 20th September – The 1st stone is laid for the new docks at Goole.
- 1824 The number of pilots is increased to 42. However, the Commissioner's meetings are cancelled because none attend.
- 1825 Senior pilots to take deep drafted ships and junior pilots those of shallower draft. This is a change to the strict rotary turn.
- 1826 1st June – Pilotage fees are to be demanded within 3 days of a vessels arrival. The pilots on the upper station are to collect the fees.
- 1826 20th July – The Goole to Ferrybridge canal is opened
- 1826 More Commissioners' meetings are cancelled as none of the 26 Commissioners attend.
- 1826 Kilnsea Beacon is established on the coast.
- 1827 Reads Island is formed.
- 1827 10th December – The 1st stone of the south lock-pit of Junction (Princes) Dock, Hull is laid. The dock being built to connect the Old and New Docks.
- 1828 6th April – The Port of Goole is opened for trade and consists of Ship Dock and Barge Dock. The brig 'STAPLER', 164 tons of London, Captain Robert Chambers, is the first vessel to be loaded outward for Hamburg.
- 1828 14th May – Licences are granted to 6, then 2 more, Goole pilots. A bond of £100 from each pilot is required, by Hull Trinity House "for the due purpose and proper discharge of his duties." The secretary's expense for the bond was £3 and the annually renewed licence 7s 6d. The pilots are under the charge of one 'Headsman' residing in Hull and one in Goole.

The 8 licensed pilots are, James Dixon, George Garner, John Hanby, George Hornby, Robert Rawson, John Sykes, John Till, and George Wright.

- 1829 1st June - Junction (Prince's) Dock is officially opened in Hull, 6 months ahead of schedule. The Trinity House yacht, dressed overall and with boys from the Trinity House School onboard, was taken through to the Old Dock. On the following day the vessel entered the Old Dock lock in the Old Harbour and transited the dock system thereby completely circumnavigating the town. The dock was renamed Prince's Dock in 1854.



Princes Dock in the 1880's (see ss 'SCHWALBE' – 1868)

- 1829 15 buoys are in place on the Humber.
- 1831 13th October – Mr Michael Jordan is appointed Commodore by the Commissioners and replaces Mr John Gatecliffe.
- 1832 The 2nd Humber Pilotage Act is passed, “for better regulating the Pilotage of Kingston upon Hull and of the river Humber and for other purpose.” This Act allows for the accommodation of the trade of the Port of Goole and is passed to bring the 1800 Act up to date.
- 2nd August – The Humber pilots request continuation of the joint stock but this is rejected by the Commissioners. The pilots seek legal advice and the Commissioners agree to a continuation of the joint stock on 4th October. The new bye-laws are revised and require all 6 pilot boats to carry 2 apprentices each. No pilot's licence is to last longer than one year.
- 1832 19th July – Only Elder Brethren and not Assistants to the Trinity House are eligible to become commissioners of pilotage.
- 1832 8th September – Bye-laws and Orders for the guidance and regulation of the Sub-commissioners of Pilotage at Goole are published by Hull Trinity House.

5 Sub-commissioners are appointed by the House, all of whom live in Goole. Pilots are to pay the headsmen, or clerks, 10% of earnings for collecting the pilotage charges.

When arriving off Barton, the pilot is to ensure that a “proper signal” is hoisted, and kept flying, to enable the Hull pilots to be prepared to supersede him on arrival in Hull Roads.

- 1833 1st January – The Bull lightship is moored south of Spurn Point and becomes the first purpose built light vessel on the Humber. A 100 ton vessel, built of wood by Bolton & Humphreys of Hull at a cost of £1,500. Shows a bright light from a single lantern from sunset to sunrise and a blue flag by day. There are 6 crew employed and station is maintained with Spurn High Light bearing NE½E. In hazy weather a gong is sounded. Withdrawn from service in 1847.
- 1833 6th June – Mr Cracknell, the solicitor to the Board of Commissioners, presents a seal to the Board and is thanked for his very handsome present. It is adopted as the official seal of the Commissioners.
- 1833 28th August – Thomas Holden is appointed as solicitor to the Commissioners.
- 1833 46 Humber pilots are working 6 boats. No1 'ALERT', No2 'NEPTUNE', No3 'MITCHELL', No4 'FOX', No5 'ROVER', No6 'WELLINGTON'.
- 1833 A circular (?) window to be made in the SE corner of the observatory in the Pilot Office. It has not yet been confirmed whether this is the curved window in the south east corner of the building that exists today.
- 1833 The administration fee, charged by Hull Trinity House, for the renewal of Humber pilot licences is unilaterally increased from 7s 6d to 15s. The rise is blamed on the extra work caused by the passing of the 1832 Act.
- 1834 2nd January - A pilot is reprimanded by the House for asking the captain of a vessel for a quantity of grain for hen feed.
- 1834 3rd April - Pilotage at night is commenced for outward bound ships if, in the opinion of the Commodore, they can be navigated with safety.
- 1834 During the year there are 35 steam tugs in general use on the river.
- 1835 26th September – Goole Steam Navigation Company issues prospectus.
- 1836 Killingholme lights are established and a light is shown in the Humber Tavern at Paull to assist navigation on the river.
- 1836 The first dry dock at Goole is built.
- 1836 February – The Municipal Reform Act is passed. Aldermen, ex-officio, cease to be board members.
- 1836 25th May – Repairs to the Pilot Office to be carried out by Mr Frank Appleyard at a cost of £232 10s 0d.
- 1836 26th December – Hull Trinity House declares that all pilot boats are to be not less than 48ft length of keel and 15ft 6ins extreme breadth.
- 1837 Pilot apprentices are required to complete 12 months sea time in a square rigged vessel after serving their indentures. This demand was finally rescinded in 1937.

- 1838 The pilot cutter on the 'down station' off Spurn is to carry a red light at the masthead.
- 1838 Ouse Lock and Dock are opened at Goole. Later renamed Steamship Lock and Dock.



The locks at Goole Docks

- 1840 Gainsborough on the river Trent is officially designated as a port.
- 1840 October - The Hebbles light vessel is put on station off Hull. Built of wood by Edward Gibson of Hull, length 50ft, breadth 14½ft. Temporarily withdrawn due to ice during the winter.
- 1841 The first record of a Goole lookout being stationed in the Hull pilot Office.
- 1841 17th February – The Bye-Laws and Orders for the Government and Regulation of Gainsborough Pilots is published by Hull Trinity House. There are 5 Sub-commissioners appointed by the House, to control and manage the pilots, and all are resident in Gainsborough.

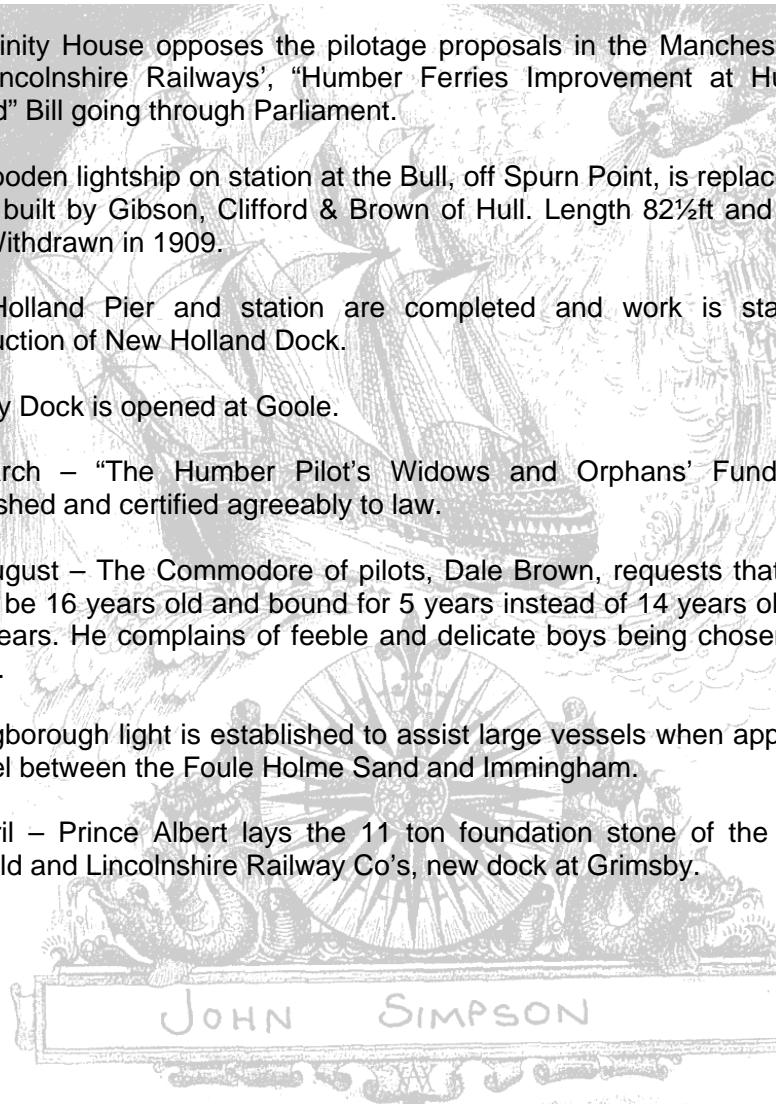
The pilots are controlled by "headsmen", one residing in Gainsborough and one in Hull, and they are to pay them 10% of their earnings for collecting dues and allocating turns. After being successfully examined, a £100 bond is required to continue for as long as the pilot retains his licence. Licences are to be renewed annually.

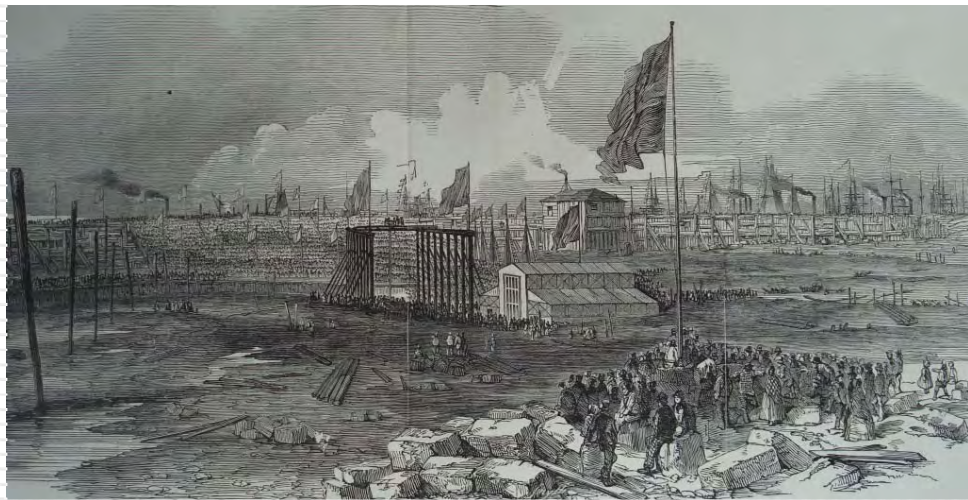
If a pilot is detained onboard a vessel of 70 tons burthen or upwards at anyplace on the river Trent whilst the vessel is engaged in taking on cargo or otherwise he is entitled to 5s per 24 hours or 2s 6d for a tide's work. For smaller vessels the charge is 3s 6d per day.

If a vessel is towed by a steam tug, under the direction of the pilot, only ⅔ of the above charges are to apply.

- When arriving off Barton the pilot is to ensure that a “proper signal” is hoisted, and kept flying, to enable the Hull pilots to be prepared to supersede him on arrival in Hull Roads.
- 1842 The number of Goole pilots is increased to 12.
- 1842 7th April – The “Telegraph Committee” is informed that they must take away the “posts or standards” on the roof of the Pilot Office, repair the damage and pay the rent that is due on the room used as a telegraph station.
- 1842 3rd November – Pilot William Smith is fined £5 for not reporting his arrival at the Pilot Office and for not making his appearance before 3 o'clock in the afternoon of the same day.
- 1842 3rd November – Captain Brom of ss 'MANCHESTER' is fined £20 for wilfully and forcibly taking Thomas Cartwright, a pilot, to Hamburg. The pilot is to receive mates' wages for time spent away. The whole of this order was rescinded at a meeting held on 1st December.
- 1843 Pilots are ordered to wear distinguishing buttons on the cuff of the jacket.
- 1843 13th April – The bye-law respecting the employment of apprentices to be rescinded. The Commodore is empowered to employ such apprentices as may be on the up station onboard vessels outward bound and the master of the pilot boat is authorised to employ the apprentices who may be on the down station onboard vessels coming upriver.
- 1844 6th October – Dale Brown is appointed Commodore by the Commissioners. Charles Smith is appointed Clerk and John Meggitt as Ballast Master at salaries of £150, £100 and £60 respectively. The previous officials are dismissed due to alleged defalcations.
- 1845 The Hull Tidal water Enquiry investigates the working of the Humber Pilot Service. The report shows that 48 pilots are working 6 pilot boats, each having a master and 2 apprentices. 3 boats are on the 'down station' and 3 on the 'up station'. There are 40 Commissioners made up of merchants and the Mayor plus 12 other representatives of the Corporation and the whole of the Board (Elder Brethren) of Hull Trinity House. Pilots are reported to have an aversion to wearing badges but do carry their licences with them.
- 1845 September – Excavation of Victoria Dock, Hull, is commenced. This is the first dock to be constructed to the east of the river Hull.
- 1846 18th July – Railway Dock, Hull, is opened to shipping. Closed in 1968 and now part of the marina. Officially opened on 3rd December at a cost of £106,000.
- 1846 The number of pilots is increased from 6 to 7 per boat. The additional man is to be appointed as mate and receives extra pay– the position of mate is cancelled in 1890.

- 1846 Grimsby Docks are purchased by the Manchester Sheffield and Lincolnshire Railway and work commences on the building of a new dock into the foreshore (Royal Dock).
- 1846 5th November – The 1st stone is laid at Victoria Dock, Hull.
- 1847 The Harbours, Docks and Piers Clauses Act is passed and contains information on the making of bye-laws.
- 1848 Hull Trinity House opposes the pilotage proposals in the Manchester, Sheffield and Lincolnshire Railways', "Humber Ferries Improvement at Hull and New Holland" Bill going through Parliament.
- 1847 The wooden lightship on station at the Bull, off Spurn Point, is replaced by an iron vessel built by Gibson, Clifford & Brown of Hull. Length 82½ft and breadth 18ft 8ins. Withdrawn in 1909.
- 1848 New Holland Pier and station are completed and work is started on the construction of New Holland Dock.
- 1848 Railway Dock is opened at Goole.
- 1848 5th March – "The Humber Pilot's Widows and Orphans' Fund Society" is established and certified agreeably to law.
- 1848 23rd August – The Commodore of pilots, Dale Brown, requests that apprentices should be 16 years old and bound for 5 years instead of 14 years old and bound for 7 years. He complains of feeble and delicate boys being chosen who are of no use.
- 1849 Stallingborough light is established to assist large vessels when approaching the channel between the Foule Holme Sand and Immingham.
- 1849 18 April – Prince Albert lays the 11 ton foundation stone of the Manchester, Sheffield and Lincolnshire Railway Co's, new dock at Grimsby.





Laying the foundation stone of the new dock at Grimsby

- 1850 The Navigation Acts are finally repealed. Foreign seamen can now be employed on British ships. British masters and mates are also permitted to pilot their own vessels provided that they obtain a licence from the pilotage authority concerned.
- 1850 5th January – The master of ss 'LION' is examined and licensed to pilot his own vessel on the Humber.
- 1850 3rd July – Victoria Dock, Hull is officially opened by T Firbank, Chairman of the Dock Company. Closed on 1st February 1970.



Victoria Dock in 1964

- 1850 7th November. Humber pilots are also licensed for New Holland for the first time.
- 1850 22nd April – William Bateman, master of the 'TORRARD CASTLE' is the first master to be granted a licence for the upper Humber – Hull to Goole. The number of Goole pilots is down to 9, from the 12 authorised in 1842.
- 1850 31 masters and mates hold Humber pilot certificates for their vessels.
- 1851 North Killingholme low light is established.

- 1851 Lowest earnings of Humber Pilots since 1840 - £104 14s 4d.
- 1852 The 1st Humber Conservancy Act is passed for the more effectual conservancy of the river (Trent and Ouse not included). Dredged spoil deposits are to be controlled.
- 1852 Uniform is adopted for pilots. The Commodore's to be single breasted with 9 buttons on the front and 3 on the cuff. Pilot's to be double breasted without cuff buttons. Masters of the cutters to be double breasted with 3 cuff buttons.
- 1852 March – The new dock at Grimsby is opened to shipping by Lord Yarborough.
- 1852 Approximately - Donna Nook Beacon is established, probably replacing an earlier structure. Renewed again in both 1877 and 1914.
- 1852 4 Humber pilots are required to live in Grimsby
- 1852 May – The North of Europe Steamship Company starts a weekly packet service from Grimsby to Hamburg with the ss 'CITY OF NORWICH'.
- 1852 2nd December – The Conservator, Captain Cator, is granted rooms in the Pilot Office at a nominal rent of 5s per annum.
- 1853 Commissioners are permitted to use pensioners as messengers.
- 1853 6th January - Gutta percha tubes are to be introduced into the cutter's boarding boats as life-saving appliances. The owners of the cutters (the owners are not pilots) are to defray the costs.
- 1854 14 October The new dock at Grimsby is named Royal Dock when Queen Victoria and Prince Albert visit the town in the royal yacht.
- 1854 10th August - The first of a series of Merchant Shipping Acts passed over the remainder of the century. Put through Parliament in one week and regarded as poorly drafted it still brought about many reforms in the shipping industry including pilotage.

Section 2 of the Preliminary to the Act gives an interpretation of certain terms and describes a "pilot" as "any person not belonging to a ship who has the conduct thereof". A "Qualified Pilot", "means any person duly licensed by any pilotage authority to conduct ships to which he does not belong."

Among other requirements a log book must be kept by vessels and foreign vessels are now permitted to trade around the British coast.

Part V (388) states that, "no owner or master of any ship shall be answerable to any person whatever for any loss or damage occasioned by the fault or incapacity of any qualified pilot in charge of such ship within any district where the employment of such pilot is compulsory". The liability of the pilot for damage did not change until the passing of the 1913 Act.

- 1854 7th December – Humber Pilots contribute £30 towards the patriotic fund for the relief of widows and orphans of sailors and mariners slain in battle, or otherwise perishing, while engaged in active service.
- 1854 Queen Victoria visits Hull and renames “Old Dock”, Queen’s Dock.
- 1854 31st December – The 4 Gainsborough pilots are, John Barton (age 49), Dring Harper (age 51), Robert Mozely (age 51), Enoch Thompson (age 47). The share for 12 months is £35 8s 1½d each. Thomas Lloyd (not a pilot) is Pilot Master.
- 1855 8th January – The 10 Goole pilot’s share for the full year is £53 10s 2d. There are also 8 masters and mates licensed to pilot their own vessels.
- 1855 15th January – The 60 Humber pilot’s share is £147 12s 11d each, for the full year. There are 8 apprentices and 38 masters and mates are licensed for their own vessels.
- 1856 5th January – The 8 Goole pilot’s share for the full year is £59 5s 7d each.
- 1856 No1 Fish Dock is opened in Grimsby.
- 1856 13th March – The 4 Gainsborough pilot’s full years share is £16 3s 9¼d each.
- 1857 21st January - Pilots request to take ownership of the cutters and do away with the profit motive. Hull Trinity House passes new regulations which set the minimum size of boats as 52ft on the keel, 16ft extreme breadth and 9ft depth of hold.
- 1858 The Goole pilot strength is reduced to 6 due to the decline in trade. The average yearly share is £55 9s 5½d.
- 1859 April – Superannuated pilots are no longer required to clean the Pilot Office as a woman is employed.
- 1859 Cutters are to have the word ‘PILOT’ painted on the side so that they are not confused with fishing vessels.
- 1859 2nd June - Pilots report that cutters No1, No3 and No6 are all slow, inefficient and require replacing.
- 1860 The Ouse is frozen over and horses and carts are able to cross the river on the ice. The Gainsborough and York packets are unable to sail.
- 1860 The Humber is buoyed and lighted above Hull for the first time. Leading lights are placed at Whitton and Winteringham.
- 1861 March – The Bull lightship becomes a storm warning station by hoisting a cone shape when gales are due.
- 1861 5th September – 7 young men with 3 or 4 years experience at sea are appointed as boat hands, one to each of the pilot cutters. The sailing cutter ‘HUMBER’

- (Official No 29322) is built by M^cCann and Armstrong in Hull. Length 62' 6", beam 17', depth 10' 3".
- 1861 19th September – Dale Brown resigns as Commodore after 17 years. Captain Thomas White is appointed by the Commissioners commencing duty on 1st November.
- 1861 The Harbours Bill is passed.
- 1862 The Elder Brethren allow Trinity House Boys £2 10s towards their seagoing outfit in an effort to encourage them to go to sea.
- 1863 2nd July - Pilots report that cutters No2 and No4 are no longer fit for service. It is planned to have two new vessels ready by 30th May 1864.
- 1863 3rd December – The number of pilots required to live in Grimsby is increased from 4 to 12.
- 1865 The Goole pilot strength is down to 5 with an additional 32 masters and mates holding licenses for the Hull to Goole district.
- 1866 The Humber pilot strength stands at 70 with 10 pilots allocated to each cutter. The Goole pilot strength is down to 4 with an average share for the year of £70 14s 6d each.
- 1866 5th July – After the death of the Ballast Master, the Commodore, Thomas White, takes over his duties, assisted by the Clerk, William Sharp. Each is to be paid an additional £10 per annum.
- 1867 There are 21 Humber pilot apprentices in the service, 3 per cutter.
- 1868 The 2nd Humber Conservancy Act is passed to incorporate the Conservancy Commissioners. A 999 year lease of the river Humber bed is granted. This was to prevent the further revival of the previously proposed, and defeated, 1865 Act for reclamation works being carried out between Sunk Island and Spurn. It had been again raised and defeated in 1866 and 1867.
- 1868 19th February – The pilot boat, 'COMMISSIONER', is run down and sunk by ss 'SCHWALBE' off the Haile Sand buoy, sinking in 6 minutes, but all onboard are saved.
- 1868 HMS SOUTHAMPTON is moored off Victoria Pier at Hull and used for training boys for the sea. The vessel was in place for 44 years and had capacity for 250 boys.
- 1869 Hook railway swing bridge, near Goole, is opened.
- 1869 1st April – Captain J H Woolf is appointed Commodore after the resignation of Captain White.
- 1869 22nd July – Albert Dock, Hull is opened by Albert Edward the Prince of Wales.



Albert Dock, Hull in the 1880's

- 1869 9th December – Pilots are instructed not to accept gratuities or “drink” money and a notice to that effect is inserted into every sea note or certificate of pilotage.
- 1870 Pilots petition the Board of Trade against the Bill in Parliament for the abolition of compulsory pilotage. Not passed.
- 1870 Thorngumbald lighthouse is established to mark the channel between Paull and the No12 Lower Hebble buoy.
- 1870 8th July – The ‘Pilots Brief’ is established and Rules are set out on 1st December 1879. On the death of any member of the Brief, every other member is to pay 10s to the wife of the deceased member. If there is no wife then to his children or other legal representative according to the will.
- 1870 Saltend lights are established to mark the deep water channel from No12 Lower Hebble buoy to Alexandra Dock.
- 1871 The 3rd Humber Conservancy Act is passed, increasing the power of the Commissioners to borrow money and to buy land by agreement. The 999 year lease of the river bed is extended to cover the lower reaches of the rivers Trent and Ouse as well as the Humber.
- 1872 March – Pilots are required to wear uniform caps when on duty. Messrs Gillett & Son supply the caps with an oil skin cover at a reduced price of 12s each.
- 1872 The highest year for Humber pilot earnings since 1840. £201 15s 4d.
- 1872 26th June - The Aire and Calder Navigation offers to give £5 to the 4 Goole pilots at Christmas “as a gratuity for good conduct and attention to duty.”

- 1873 Land is bought at Blacktoft and a timber pier built, 470 feet long and 22 feet wide. In use by 1874 and extended in 1881. Cost £3,500 + £2,064 for improvements. A steam packet service is operated until 1920.
- 1873 2nd January – Pilots are divided into 2 classes.
- 1873 Work is started on the construction of William Wright Dock at Hull.
- 1873 Prospective pilot apprentices are required to spend a probationary period on a cutter before signing indentures. The time is to be not less than 6 months or more than 1 year.
- 1873 August - Work is started on the Junction Dock, to connect the Old Dock and Royal Dock at Grimsby. Completed in 1874.
- 1873 First discussions are held regarding the construction of a larger dock to the west of Grimsby and to ease the overcrowding of the port. Finally built at Immingham, but not until 1912.
- 1874 Pilot Robert Smith retires on 21s per week after 55 years service. (48 as a pilot)
- 1875 4th June – Killingholme High Light is struck by lightning.
- 1876 The Selby and Hull steam packet service is discontinued.
- 1876 13th July – The 4th Humber Conservancy Act is passed to amend and confer further powers on the Humber Conservancy Commissioners. The term, 'The Conservancy Acts' now means the Acts of 1852, 1868 and 1871. Funds are raised by the Act for the implementation of improvements and the 12 elected Commissioners now includes one ship owner each from Goole and Grimsby and 5 from Hull. The Commissioners are given the approval to remove wrecks in the river.
- 1876 12th August – Another Merchant Shipping Act is passed. This establishes the requirement to have a loadline painted onto both steam and sailing vessels. However, the position of the loadline is to be determined by the shipowner.
- 1877 The new Donna Nook Beacon is erected by Trinity House to replace the one established in 1852.
- 1877 No2 Fish Dock is opened at Grimsby.
- 1877 31st January – A purpose built wooden light vessel (Richard Day of New Holland) is moored on the Whittons. Withdrawn in 1909.
- 1878 5th September – The deeds of the Pilot Office are moved from the office and deposited with Holden Sons and Hodgsons.
- 1878 Pilots declare a reluctance to wear uniforms.
- 1879 1st March – Accounts balance in favour of the Commissioners is £3,473 19s 1½d.

- 1879 Newsham Booth lights are established. These are the leading lights marking the channel between South Killingholme and Paull.
- 1879 The river Ouse is closed for a time due to ice. Three ships are locked in the ice at Whitgift and a cricket match is played on the frozen river at Rawcliffe.
- 1879 Alexandra Dock is opened at Grimsby.
- 1880 24th May - William Wright Dock is opened at Hull, built at a cost of £250,000, and named after the Deputy Chairman of the Dock Company. Closed in October 1972 and transferred to the fishing industry in 1975.
- 1880 The rank of 1st Class "Extra" Pilot is created against the wishes of the pilots.
- 1881 5th March – The 2nd Class pilot's share of earnings is increased from $\frac{2}{3}$ to $\frac{3}{4}$ of a full share.
- 1881 2nd June - Extra 1st Class pilots receive a full share and 'ordinary' 1st Class pilots get $\frac{31}{32}$ of a full share.
- 1881 There are 7 sailing pilot cutters in the service (not owned by the pilots) with 11 pilots distributed to each. All boats are between 44 and 53 tons.
- 1882 Anyone joining the Humber service who has served as a master or mate of a steam or sailing vessel over 100 registered tons commences as a 1st Class pilot. NOT popular.
- 1882 November – Aldam Dock is opened at Goole.



Aldam Dock, Goole

- 1883 22nd February – New Rules and Bye-laws are drawn up including a new division of pilotage revenue.
- 1883 24th September – St Andrews Dock opened at Hull. Closed in June 1975.

- 1883 13th October – The Humber pilots unanimously request a steam launch, instead of a rowing boat, on the up-station in Hull Roads. The boat is to be used for Goole boarding and landing.
- 1883 1st November - It is proposed to send pilots to Goole by train, as an experiment, instead of boarding them in Hull Roads.
- 1884 The United Kingdom Pilot's Association (U.K.P.A.) is founded in Bristol with the assistance of Commander George Cawley. Its objective is declared to be to influence the development of pilotage and associated regulations, including Acts of Parliament, and to help those members around the country who find themselves in difficulty.
- 1884 11th June – The inaugural conference of the UKPA is held in the Athenaeum Hall, Bristol. Commander Cawley is approved as the first President by the delegates from 18 ports.
- 1884 5th June – The Humber Pilot's Mutual Protection Society is formed by the pilots, James Stocks secretary, so that grievances can be put to the Commissioners. The society is not recognised by Hull Trinity House or the Commissioners.
- 1884 The average 1st Class pilot's share over the previous 20 years is £160 19s 6d per annum.
- 1884 1st May – The salary of the Commodore is increased from £120 to £140 per annum. Salary of the Ballast Master, the duties being also carried out by the Commodore, is increased from £30 to £40.
- 1885 16th July – Alexandra Dock is opened at Hull by Lt Colonel Gerard Smith, MP and Chairman of the Hull Dock Company. Princess Alexandra was to have carried out the official opening but, at the last minute, was unable to attend. Built by the Hull and Barnsley Railway despite prolonged and bitter opposition and later closed on 30th September 1982. The dock was re-opened to commercial traffic on 16th July 1991 after an extensive dredging program.
- 1884 28th July – The Ouse (lower) Improvement Act is passed for the deepening and improving of the lower navigation of the Ouse. The Aire and Calder Navigation Company take over responsibility for the Ouse below Goole and begin the construction of training walls, they also become the Local Lighthouse Authority.



Alexandra Dock in 1964

- 1884 No3 Middle, light vessel is moored on station off Grimsby. Built by Earle's Shipbuilding & Engineering Co at Hull. Sunk in 1908.
- 1885 The Humber pilots hold meetings at the Friendly Society Hall on Albion Street, Hull, agitating for improvements in the service. A levy of 1s is made on each member for extraordinary services.
- 1886 The 1885 levy is increased to 5s.
- 1886 The first bell buoy on the Humber is placed on the Sand Haile at a cost of £56 10s.
- 1886 No4 Lower Whitton lightship is moored on station. Built of wood by John Smurthwaite of Hull. Length 55 feet, breadth 16 feet, draft 3 feet. Painted red or black depending on which side of the channel it is required. The crew consists of 2 men. Replaced in 1914.
- 1886 No5 Middle Whitton lightship is moored on station. Built of wood by John Smurthwaite of Hull. Length 55 feet, breadth 16 feet, draft 3 feet as per No4. The crew consists of 2 men. Replaced in 1915.
- 1887 The Humber pilots vote unanimously to take action in Court against the Pilotage Commissioners.
- 1887 September – The pilot boat 'MONA' is sunk.
- 1888 The 1885 levy is increased to £1 per member.
- 1888 Victoria lock is opened at Goole. The annual Goole pilots share is £132 4s 0d each.
- 1888 The 3rd Select Committee on pilotage in 28 years is held and the results are ordered to be published by the House of Commons on 3rd August.
- 1889 6th June - The Humber pilots take action against the Pilotage Commissioners in the High Court. The case, 'Bond and others v Leetham' is heard at the Royal Courts of Justice before Mr Justice Grantham without a jury.
- 1889 31st August – There are 71 pilots in the Humber service and a further 19 superannuated.
- 1889 The annual Goole pilot's share is £141 12 0d each.
- 1890 5th June – The Humber Pilotage Commissioners pass New Orders, Rules and Bye-laws. The pilots are divided into 3 classes; 1st Class taking vessels drawing more than 19 feet, 2nd Class taking vessels drawing between 14 and 19 feet and pilots with less than 2 years service to be employed, as far as practicable, on vessels drawing 14 feet or less. After 2 years in each of the lower classes the pilot to be advanced in Class after producing a satisfactory certificate of good conduct from the Commodore and an application for advancement to the Commissioners.

- Humber pilot apprentices are to be on trial or probation for not less than 1 month or more than 3 months after which indentures are signed for a period of not less than 5 or more than 7 years. An examination takes place in the 4th year in front of the Board of Hull Trinity House.
- 1st Class pilots receive a full share.
2nd Class pilots receive 9/10ths of a full share
3rd Class pilots receive 8/10ths of a full share.
The remainder is divided equally among all the pilots.
- 1890 The High Court action is settled. The Joint Stock Agreement is created at a cost of £1,031 14s 7d. The practice of serving out orders indiscriminately at the personal discretion of the attending masters is abolished. The position of mate, established in 1846, is abolished. The extra pay of £10 per annum for the 7 cutter masters (pilots) and £5 for the mates is rescinded.
- 1890 4th June – The Merchant Shipping Act is given Royal Assent. Making a fixed load line is now compulsory and includes foreign vessels sailing from British ports.
- 1890 31st August – There are 70 Humber pilots with a further 18 superannuated.
- 1890 A wooden wreck marking vessel is built for use on the Humber.
- 1890 The annual Goole pilots share is £183 4s 7d each.
- 1890 The Humber Pilotage Commissioners buy the 1841 built schooner 'CAMILLA', 82 tons, for £1,023 15s 5d.
- 1891 The pilots apply to the Board of Trade for direct representation on the board of Pilotage Commissioners. Both Trinity House and the Commissioners oppose the proposal. After incurring costs of £219 (the pilots pay one third) agreement is reached and in July the pilots are granted six elected representatives on the Board. This is the largest number on any Board in the country.
- 1891 11th June - Pilotage Orders Confirmation Act passed.
- 1891 The pilot boat 'CAMILLA' is brought into service as No1 (see 1890).
- 1891 31st August – There are 77 Humber pilots and a further 18 superannuated.
- 1891 Stanhope Dock is opened at Goole
- 1892 The Commissioner's buoy yacht 'QUEEN' is built by Earle's of Hull at a cost of £8,415. Length BP 125 feet, breadth 22 feet, draft 8 feet 6 inches. Speed 11 knots, 67.21 registered tons. 190 gross tons.
- 1892 31st August – There are 77 Humber pilots with a further 17 superannuated.
- 1892 Action is taken in the Hull Police Court against the Dutch master of the vessel ss 'MINSTER TAK' for employing an English mate to act as pilot. A further appeal in the High Court costs £81.

- 1892 3rd November – Pilot apprentices are not to take charge of any ship or vessel as pilot, except in an emergency. If an apprentice is boarded, the master is required to agree and the signal requesting a pilot is to be kept flying.
- 1893 The pilot boat 'DRACOENA' is brought into the service as No4. Built in 1872 of oak and teak with copper fastenings by John White of Cowes. Twin masted, single decked, carvel built schooner with a square stern. 64.73 reg tons. Length 83ft 2/10in, Breadth 18ft 0in, Depth 10ft 6/10in. Cost £1,033. Owners are W A Massey (Alderman) and William Peasegood. Sold in 1917.



Pilot boat No3, 'DRACOENA'

- 1893 31st August – There are 73 Humber pilots with a further 17 superannuated.
- 1894 The annual Goole pilot's share is £236 each.
- 1894 12th March – A sub-committee is formed of 8 working pilots to propound a scheme for working the pilot service more efficiently with one steam and two sailing cutters.
- 1894 18th September – The Humber Pilot's Steam Cutter Company (HPSCCo) is incorporated after having been formed in August with expenses of £112. The pilots hold a number of meetings and, with the assistance of Alderman W A Massey, a prospectus is issued to every working pilot giving the opportunity of investing £100 and becoming a shareholder in two new steam cutters. The action is required as the old and inefficient cutters belonging to the Commissioners cannot be replaced as the Commissioners have no powers to build new ones.
- 1894 14th March – The sub-committee meets and after discussing several schemes it is proposed to build one steam cutter and issue shares at £50 per pilot. The repayment of the loan is not to exceed three years.

- 1894 31st August – There are 70 Humber pilots in the service.
- 1894 4th December – The first light buoy is established at the Upper West Middle off the Old Harbour at Hull.
- 1894 28th December – The first Humber steam pilot cutter, ss 'W A MASSEY' is launched by Cochrane and Cooper at the Grovehill Shipyard, Beverley. Built of iron at a cost of £4,364, length 108' 8", breadth 21', gross tonnage 146. Steam compound engines developing 35HP. Steam steering gear, steam heating and electric lighting are all fitted later.
- There is accommodation for the master, 3 engineers, 24 pilots and 6 apprentices. The managing owner is (pilot) George C Burn.
- The cutter comes into service as No2 as the sailing cutter 'CAMILLA' (1891) is still working as No1.
- 1894 Another Merchant Shipping Act is passed and gives Harbour Authorities the power to remove wrecks. The Humber Conservancy Commissioners had this power granted in 1876.
- 1895 6th March - 'W A MASSEY' comes into service, (Replaced in 1948 by 'WILLIAM FENTON'). Sold to the Bristol Pilot Service for £1,250 and operated there until 1955 before being sold for £1,050 to C W Kellog and Co of London. Thought to have been broken up in Bristol by Charles Hill and Sons in 1955. The wheelhouse was later discovered on a filling station at Crossands on the A48 between Swansea and Caernarvon.



ss 'W A MASSEY'

- 1895 March – Sailing cutters No2, No3 and No5 are no longer required in service. Six apprentices are placed onboard 'W A MASSEY' and six divided between the two sailing cutters with one on standby (total 13).

- 1895 31st August – There are 70 pilots in the Humber service.
- 1895 A new lighthouse is built at Spurn and the old lights demolished.
- 1896 Kilnsea Beacon is relocated 520 yards to the west of the 1826 structure.
- 1896 11th May – Sailing pilot cutter 'DRACOENA' sold by Watson Airton Massey and Charles Smith to Henry Haigh (Chairman of the Humber Pilotage Commissioners) and Charles Smith for 5s. Commissioners own the 3 sailing cutters.
- 1896 31st August – There are 70 pilots in the Humber service.
- 1896 4th September – Humber pilots routinely deliver letters to NE Railway Co ships and they are found to contain instructions to the master informing them that they are to use the railway company's own tugs. Pilots claim that this takes away their discretion and a notice is issued stating that letters to ships are not to be sealed and must not contain any reference to tugs.
- 1897 31st August – There are 70 pilots in the Humber service.
- 1897 17th August – A special committee is appointed by the pilotage commissioners to enquire into the problems existing in the apprentice system on the Humber.
- 1897 31st August – A 2nd meeting of the pilotage commissioners investigating the problems of the pilot apprentice system is held.
- 1897 16th September – A 3rd meeting looking into the apprentice system is held. Apprentice Harvatt is reported to have refused to dip the ensign when ordered by Captain Wilkin and to have said "Perhaps some time I will be able to meet you on shore and give you a plug under the lug." Harvatt is not recorded as becoming a Humber pilot.
- 1897 December – Recommendations are made by the commissioners enquiring into the apprentice system.
- The sea going watch system of 4 hours on/off is to be established for the 4 oldest boys on the steam cutter. Any extra work is to be logged.
 - A record of conduct and complaints is to be maintained.
 - When new pilots are required then sufficient time is to be allowed to enable ex apprentices at sea to apply.
 - The time of indentures to be 6 years with probation time counted in this period.
 - Adult labour to be employed instead of 2 apprentices on the steamer. Time expired apprentices are to be preferred for this duty.

- 1897 November – ‘W A MASSEY’ saves the French barque ‘EDUARD’ by towing her out of the anchorage in a near gale.
- 1897 St Andrews Dock extension is opened at Hull.
- 1897 It is established that there can be no salvage agreement for the retrieval of a floating navigation mark after the case of “Wells-v-The Owners of the gas float, WHITTON No 2” is tried.
- 1898 7th February – A report states that the Goole boatmen/lookouts in Hull Roads have been found to be frequently drunk and refuse to go out in bad weather. The cost of the service is £140 per annum. The Commissioners decide to operate their own service and employ J Cook, a former Goole pilot and a time expired apprentice to assist him at wages of £1 5s a week each. The Commodore sells a suitable oak, copper bottomed, boat (length 16’ 3”, breadth 6’ 6”, depth 2’ 6”) to the Commissioners for £9.
- 1898 3rd February – The Humber pilots propose using time expired apprentices, with 12 months sea time, as boat hands on the cutters. Wages to be £4 per month working two sea station cruises followed by 14 days on the Goole lookout in Hull.
- 1898 26 March – The pilot cutter ‘W A MASSEY’ tows the 4 masted ship ‘THISTLEBANK’ to a safe anchorage below the Bull after she drags anchor in a near gale.
- 1898 31st August – There are 70 pilots in the Humber service.
- 1899 The 4th Humber Conservancy Act is passed giving and/or confirming the authority power to make bye-laws, remove wrecks and other obstructions, and grant licences for the execution of any landing stage, slipway, pier, jetty or any other works on the foreshore or bed of the Humber. However, no licence is to be granted without the consent of the Board of Trade or granted beyond the river lines. The river lines are defined.
- 1898 October – The Humber pilots hold meetings to discuss the building of a second steam cutter and put the proposal to the Commissioners.
- 1899 3rd January – The smack ‘YOUNG HERO’ and cutter ‘DRACOENA’ are in collision.
- 1899 March –The Humber pilots petition the Parliamentary Sub-committee regarding the proposed construction of a dock to the east of Alexandra Dock with the lock pit aligned SW and NE. The pilots assert that it will be difficult to bring large steamers in and out of the lock with a strong tide flowing and that the lock should be aligned perpendicular to the bank as at Alexandra Dock.

The Conservancy Commissioners successfully oppose the building of the dock but it is finally built later as the Joint Dock (a joint venture between the LNER and Hull and Selby Railways) and finally renamed King George Dock.

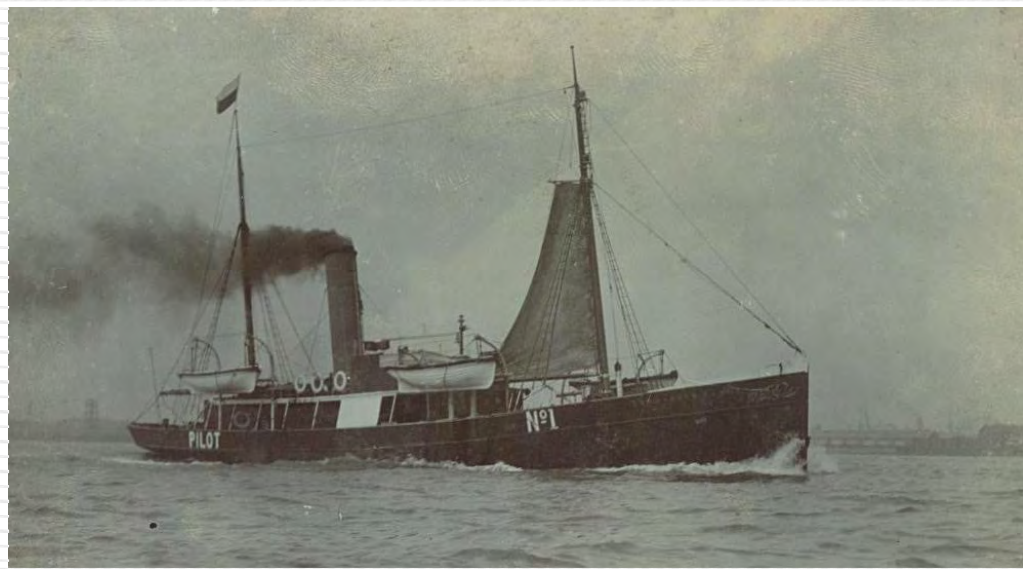
- 1899 24 March – Pilot T W Rowan, aged 70 and first authorised as a pilot in 1853, resigns and is superannuated after 46 years of service. Died January 1903.
- 1899 31st August – There are 77 pilots in the Humber service and a further 15 superannuated.
- 1899 5th October – The existing Joint Stock Agreement is terminated and a new one agreed. The revision adjusts the distribution of pilotage earnings and is made by a majority of the Humber pilots with the approbation and consent of the Humber Pilotage Commissioners.
- 1899 November – Hull Trinity House is informed by the Commissioners that a fund has been set up by the pilots under the control of the Commissioners and called the Humber Pilot's Pension Fund.
- 1899 The East Extension to Alexandra Dock. Hull is opened.
- 1899 A second steam pilot cutter is built for the HPSCCo, by J T Eltringham of Tyneside. Constructed of steel with a length of 120ft, breadth 23ft, gross tonnage 218 and engine of 52HP. The accommodation is similar to that onboard 'W A MASSEY'. Named 'COMMANDER CAWLEY' after the first president of the UKPA. The managing owner is (pilot) George C Burn.

The cutter is first licensed on 1st September and opened for public inspection on Sunday 24th September near Monument Bridge. A Collection is taken on behalf of the Hull Royal Infirmary.

The vessel became the subject of the painting, 'Outward bound from Kingston upon Hull' by Tom Harland. Commissioned by the Humber Pilots in 1999 to celebrate the 200th anniversary of the 1800 Humber Pilot Bill and presented to the Lord Mayor of Kingston upon Hull and the people of Hull, at a civic reception in honour of the pilots, on 7th April 2000.

'COMMANDER CAWLEY' became cutter No1 as the privately owned 'CAMILLA' (built 1841 and bought in 1890) was taken out of service. 'COMMANDER CAWLEY' worked until replaced by ss 'J H FISHER' in 1931.





ss 'COMMANDER CAWLEY'

ss 'COMMANDER CAWLEY'

Finest New Steam Pilot Cutter afloat.

By kind permission of the Directors of the Humber Pilots' Steam Cutter Company, Ltd.

THE MAGNIFICENT NEW VESSEL

"COMMANDER CAWLEY"

Will be Open for PUBLIC INSPECTION,
On Sunday, Sept. 24th,
From 11 a.m. to 6 p.m.

Near the Monument Bridge

Collections will be taken on behalf of the Hull Royal Infirmary.

Sturges & Watson, Printers, Avenue, Hull J. W. SIMONS, Hon. Secs. Working Men's Committee
A. B. WALSH

JOHN SIMPSON

The 20th Century

1900 6th July – New Bye-laws are made by the Humber Pilotage Commissioners and brought into force. Each cutter is to have not less than 3 and not more than 4 apprentices of not more than 16 years of age. Applicants for apprenticeship are to be able to read and write and have a competent knowledge of arithmetic. After a probationary period the apprenticeship is to last no less than 5 years and not more than 7.

No pilot is to have, or hold, directly or indirectly, any share or interest in any tug or tugs plying for trade in the Humber.

- 1900 31st August – There are 70 pilots in the Humber service and a further 14 superannuated.
- 1900 15th December – Pilots are instructed not to leave inward bound vessels in Grimsby Royal Dock lock or join outward bound vessels in the lock, after leaving the manoeuvring to the berthing or mud pilots. The pilot is liable to a £10 fine if the written permission of the master is not obtained. This notice is reconfirmed in 1907.
- 1901 Completed in 1902 – A Buoy shed is built by Hull Trinity House on the east side of the Old Harbour in Hull. Now used as a store by Northern Divers.
- 1901 1st Class Humber pilot's earnings less 4% pension contributions, is £205 14s 10d.
- 1901 31st August – There are 71 pilots in the Humber service and a further 14 superannuated.
- 1902 1st Class pilots earnings, less 4% pension contributions, is £201 8s 9d.
- 1902 The Commissioners request the Humber pilots to assist with the shortfall in their revenue. The Commissioners ask for an increase in their share of the gross pilotage from 2½% to 2¾% in order to pay off the growing deficit. The pilots are unable to help as the rate was set by Parliament. After a number of meetings it is agreed that the pilots will start to pay for the lobbies at Alexandra Dock and Grimsby instead.
- The pilots do not pay for the Hull Pilot Office or the lighting and heating as they claim that it is held in trust for them. The Commissioners petition the Board of Trade and Parliament for a change in the Bye-laws (as suggested by the pilots as a solution to the revenue problem) whereby exempted ships pay a proportion of the pilotage to help maintain an efficient and professional service.
- 1902 14th April – A pilot lobby is opened at Alexandra Dock, Hull and rented from the Hull and Barnsley Railway Company.
- 1902 May – The Pilot Office in Hull is repainted inside and out. Electric lights are fitted, the pillars outside are given a marble finish and the window frames a brown wood grain effect. Cost £54 10s.
- 1902 31st August – There are 71 pilots in the Humber service with a further 16 superannuated.
- 1903 1st Class pilots earnings, less 4% pension contributions, £203 13s 4d.
- 1903 A Pilot Lobby is opened in the Lock Office at Grimsby Royal Dock and still in use in 2002.
- 1903 A Bill is promoted by the Great Central Railway Company to build a dock at Immingham. Successfully opposed by the Humber Conservancy Commissioners and the project is then temporarily abandoned.

- 1903 31st August – There are 70 pilots in the Humber service and a further 12 superannuated.
- 1904 1st Class Humber pilot's earnings, less 4% pension contributions, is £208 5s 5d.
- 1904 The Bill for building a dock at Immingham is put forward again and opposed by the Commissioners. It is finally passed with help from Parliament after being first discussed in 1873.
- 1904 17th March – Telephone contract signed for the Pilot Office at a cost of £6 6s per annum (No: 720) + £1 for an extension (No: 721) + £5 15s per annum for an exchange line to Alexandra Dock lobby. The line to be fitted by 22 January 1905.
- 1904 31st August – There are 70 pilots in the Humber service and a further 11 superannuated.
- 1904 Rules are established for a Supplementary Pension Fund. Among other benefits; a pilot retiring after 25 years will be entitled to an additional weekly allowance of 3d for every year of contribution to the fund. A pilot can retire after 25 years service.
- 1905 The 5th Humber Conservancy Act is passed making it necessary for operators to have a licence from the Commissioners to remove sand or other materials from the bed of the river Humber. The Commissioners have the power to dredge the river, the river lines are redefined and a Conservator appointed.
- 1905 Humber Conservancy Commissioners oppose a proposal to build the Riverside Quay at Hull (outside Albert Dock).
- 1905 31st August – There are 70 pilots in the Humber service and a further 12 superannuated.
- 1906 A commission is appointed by the Board of Trade to consider and investigate the powers of the Humber Conservancy Commissioners. The number of Commissioners is now 81, of whom 6 are annually elected pilots. There are 71 licensed Humber pilots.
- 1906 12th July – The ceremony of turning of the first sod is held to start the construction for Immingham Dock being built by the Great Central Railway Company.
- 1906 31st August – There are 74 pilots in the Humber service and 10 superannuated.
- 1907 The 6th Humber Conservancy Act is passed to dissolve the Commissioners of Pilotage and to incorporate the Humber Conservancy Board (HCB) from 1st January 1908. Powers are extended to cover the river Trent and the HCB is appointed as the Local Lighthouse Authority.
- 1907 August – Customs no longer require vessels bound for Immingham to first proceed into Grimsby for pratique to be granted.

- 1907 31st August – There are 81 pilots in the Humber service and a further 13 superannuated.
- 1907 Riverside Quay is opened at Hull despite the previous objections of the Commissioners.
- 1908 10th February – (Possibly 1909) The Upper Whitton Lightship is on station. Built by Earle's Shipbuilding and Engineering Company of Hull. Cost £1,390. Length 70ft, Breadth 16ft 6in, Draft 3ft. Crewed by 3 men, 2 onboard and 1 ashore, working 2 weeks on 1 week off. Sold to T H Tomlinson of Hull on 10th September 1982.
- 1908 22nd February – The No3, Middle, light vessel (1884) is sunk and later dispersed by explosives.
- 1908 28 May – Alfred W Franklin (ex Thames Conservancy) is elected as the clerk to the Humber Conservancy Board.
- 1908 The launch 'PILOT' is built by Earle's Shipbuilding and Engineering Company, Hull at a cost of £1,390. Length BP 50ft, Breadth 11ft, Draft 5ft, Registered tonnage 9.16, Indicated Horse Power 80, Speed 8¼ knots. Owned by the Conservancy Board and used for the boarding and landing of pilots in Hull Roads.
- 1908 31st August – There are 78 pilots in the Humber service and a further 11 superannuated.
- 1908 10th September – There are 80 Humber pilots working in 7 crews with an average service of under 15 years. The oldest serving pilot is aged 67 with 42 years service. There are 53 x 1st Class, 3 x 2nd Class, 24 x 3rd Class and 16 pilots stationed in Grimsby.
- 1909 19th January – Rules for operating the steam launch 'PILOT' are published. The launch is to only operate between the new Joint Dock in the east (under construction) and St Andrews dock.
- 1909 The Humber Conservancy Board decides where tide boards are to be erected on the river. 110 notices to mariners are issued during the year with most dealing with wrecks, lighting, buoyage and beaconage.
- 1909 18th February – The new Lower Whitton light vessel is on station finally replacing a hired vessel.
- 1909 1st December – The Bull Lightship is on station. Built by Earle's Shipbuilding and Engineering Company, Hull. Cost £5,290. Length over all, 86ft, Beam 22ft, Draft 8ft 6in. Painted red with a relief crew of 4 men and captain or mate. The lighting apparatus is driven by clockwork and wound every 1½ hours. Withdrawn on 9th June 1959.

- 1909 The cost of clerical work to renew a pilot license on the Humber is 15s, the same as in 1833. The renewal fee for New Holland is 5s and the fees payable to Hull Trinity House.
- 1909 December – All future Humber pilot apprentices to be bound to the Humber Conservancy Board instead of to the cutter masters. Pilots to be not less than 23 and not more than 35 years old when authorised. They must have at least 2 years sea time of which 1 year is to have been in a square rig sailing vessel and they must hold a 2nd Mate's certificate.
- Pilots who are not ex apprentices must hold a 1st Mates certificate and have a minimum of 4 years experience on the river. There are 16 apprentices in the service.
- 1909 31st December – There are 76 Humber pilots (2 less than at the end of 1908) and 16 apprentices. 16 complaints were made against Humber pilots (28 in 1908). 3 complaints were made against Goole pilots (2 in 1908).
- 1910 A new form of Humber Pilot Apprentice indentures is approved by the Board of Trade. The number of apprentices is to be increased to 18 with 9 allocated to each of the two steam cutters.
- 1910 1st August – New Navigation Rules and Bye-laws are confirmed by the HCB for the Humber and river Trent and in operation.
- 1910 South Dock Goole is opened to shipping. There are 10 Goole pilots in the service with 2 temporary pilots.
- 1910 June – Western Reservation Quay, at Alexandra Dock, Hull is in use for coaling by the Hull and Barnsley Railway. Construction work continues.
- 1911 31 December – Captain W Abbott resigns as Commodore on a pension of £77 6s 8d. The clerk, C C Hart, is appointed as acting commodore until 31 August and paid an honorarium of £40.
- 1912 22nd July 1912 – Immingham Dock is opened by King George V and named The King's Dock. The dock is leased to the Great Central Railway for 999 years.

The first commercial vessel to enter the dock is ss "MAX" of Stockholm.

- 3,500,000 cubic yards of earth are excavated.
- 2,500,000 cubic yards of spoil are dredged from the river.
- 100 miles of temporary railway is laid with 10 steam navvies, 30 locomotives and nearly 1,500 trucks servicing the works.
- 100,000 tons of cement is used and 45,000 cubic yards of brickwork is laid.
- The West Jetty outside the dock is capable of bunkering ships at the rate of 700 tons of coal per hour.



1st Ship into Immingham Dock



Great Central Railway's Immingham Dock

- 1912 West Dock at Goole is opened to shipping.
- 1912 1 September - F Kershaw (former Lightkeeper of Killingholme South light at £60 per annum with house, fuel and light) is appointed Commodore.
- 1913 A New Pilotage Act is passed. Liability for any damage caused is transferred from the pilot to the shipowner.
- 1914 War is declared and pilotage on the Humber is placed under the control of the Admiralty for the duration of hostilities.
- 1914 Donna Nook wooden beacon is demolished by explosives and replaced by a ferro-concrete structure.



Demolition of Donna Nook Beacon

- 1914 The Clerk to the Humber Conservancy Board is paid £750 per annum.
- 1914 26th June – The “Joint Dock” is opened at Hull. A “joint” venture between the Hull and Barnsley and London and North Eastern Railways. Opened by King George V and later renamed King George Dock.



King George Dock in 1964

- 1914 No9 Lower Whitton Lightship, built of steel by J S Watson of Gainsborough at a cost of £1,850. Length 60ft, Breadth 16ft, Draft 3ft. Manned by 3 Crew. Became the unmanned Upper Whitton lightship (at least up until 2002).
- 1914 1st October – The Humber Pilot’s Steam Cutter Co purchases the launch ‘PILOT’ from the Humber Conservancy Board for £375 after the price is lowered from the original £500. The Conservancy Board is to pay £25 per month hire. On 6th October a hire agreement is signed between the HPSCCo and the Pilotage Authority.

- 1914 31st December – The service consists of 82 Humber Pilots with 21 apprentices and 228 pilotage certificates are in force. There are 11 Goole pilots with another 76 pilotage certificates in force.
- 1914 No1 Oil Jetty is built by the North Eastern Railway at Salt End.
- 1915 Tenders are received for the fitting of more electric lights at the Hull Pilot Office.
- 1915 7th January – All master's and mate's pilotage certificates are suspended for the duration of the war. The outer pilot boarding station is brought in to the area of the Bull lightship off Spurn Point. Ships arriving are required to wait until sunrise to proceed up-river. Temporary pilots are licensed to take fishing vessels between Hull and the sea or Grimsby and the sea, issue and renewal of the licence is to cost £2 plus 15s for the certificate.
- 1915 2nd February – The Chequer Shoal buoy is broken adrift by a submarine.
- 1915 The Commodore; F W Kershaw, has his foot amputated.
- 1915 6th March – A King's Harbour Master is appointed for the river Humber for the duration of hostilities.
- 1915 6th April – The ketch 'GAMALIEL' collides with a boarding boat from the cutter 'W A MASSEY'. Pilot J R Brown is drowned despite apprentice W V Dee (posted 'missing' in 1916) jumping into the sea to save him. The apprentice is presented with a suitably inscribed gold watch and a bank note.
- 1915 16th June - No10 Middle Whitton Lightship, built of steel by J S Watson of Gainsborough at a cost of £1,850. Length 60ft, Breadth 16ft, Draft 3ft. Manned by 3 Crew. Withdrawn on 1st February 1982 and sold to J Dean of Hull on 7th September 1982.
- 1915 Pilots issued with temporary war badges to distinguish them on duty.
- 1915 31st December – The Humber service consists of 85 Pilots with 21 apprentices. There are 178 pilotage certificates in force for the Humber. There are 12 Goole pilots with 67 pilotage certificates in force for Goole.
- 1916 21st May – Keadby Bridge on the river Trent is opened for railway traffic.
- 1916 1st March – Apprentice W Scarbrough is liberated from the service to serve in the armed forces. Killed during a naval action on 27th April.
- 1916 6th March – Apprentice W V Dee is liberated from the service to join the Royal Navy. Missing.
- 1916 September – There are 22 apprentices in the Humber service.
- 1916 October - The Conservancy Board is requested to release 8 apprentices to join the armed forces. The pilots object because it will leave the service in difficulty.

- 1916 31st December – The service consists of 83 Humber Pilots with 20 apprentices and 174 pilotage certificates in force. There are 11 Goole pilots with 63 pilotage certificates in force.

HUMBER CONSERVANCY BOARD ROLL OF HONOUR 1914-1918

Kerridge C	Humber Pilot	Lieut RNVR
Ashton E	Goole Pilot	Lieut RNR
Osburn H (OBE)	Goole Pilot	Lieut RNR
White H G	Goole Pilot	Chief Officer, HMS 'VICTORIA IV'
Adamson H	Apprentice	Leading Deck Hand, Trawler section RNR
Berry G H	Apprentice	AB HM Minesweepers
Bolton	Apprentice	Leading Deck Hand, Trawler section RNR
Coombe A S N	Apprentice	2 nd Lieut Royal Flying Corps. Missing
Johnston A W	Apprentice	AB, HMS 'VICTORY' RNVR
Mann H C	Apprentice	AB Signaller, Trawler section RNR
Parkinson H	Apprentice	Sgt Major, 12 th Btn Northumberland Fusiliers. Killed
Parrott W C	Apprentice	Deck Hand HMS 'VICTORY' RNVR
Wilkin J E G	Apprentice	Leading Deck Hand, Trawler section RNR

Apprentices Scarbrough and Dee are not entered on the roll of honour. All apprentices on the roll are Humber Pilot Apprentices as there are none in the Goole Service.

- 1917 11th May – The Humber Conservancy Board rents a lobby for the Humber pilots at King George Dock lock from the Hull Joint Dock Committee.
- 1917 Apprentices request an increase in pay due to the increased cost of living when on the home station. Deemed to be unnecessary by the pilots.
- 1917 June – The apprentice's signalling instructor resigns and another (J M Collingwood) is not appointed until 1920 when a request is made by the pilots for an urgent replacement.
- 1917 31st December – The service consists of 79 Humber Pilots with 17 apprentices and 144 pilotage certificates in force. 8 Goole pilots are working with 50 pilotage certificates in force.
- 1918 31st December – The service consists of 74 Humber Pilots with 17 apprentices and 124 pilotage certificates in force. There are 8 Goole pilots working with 46 pilotage certificates in force.
- 1919 9th March – Night time pilotage is resumed after the war.
- 1919 The Humber Conservancy Board accepts apprentices that were liberated to join the armed services as time served and eligible to await a position as a pilot.
- 1919 17th to 20th June – The 31st UKPA conference, and the 1st post war, is held at the Guildhall, Hull. It was previously planned to take place in 1915 but postponed due to the hostilities.

- 1919 16 July – Apprentice, Walter Burman is drowned after falling overboard from the boarding boat of 'W A MASSEY'. Two pilots dive in but are unable to save him.

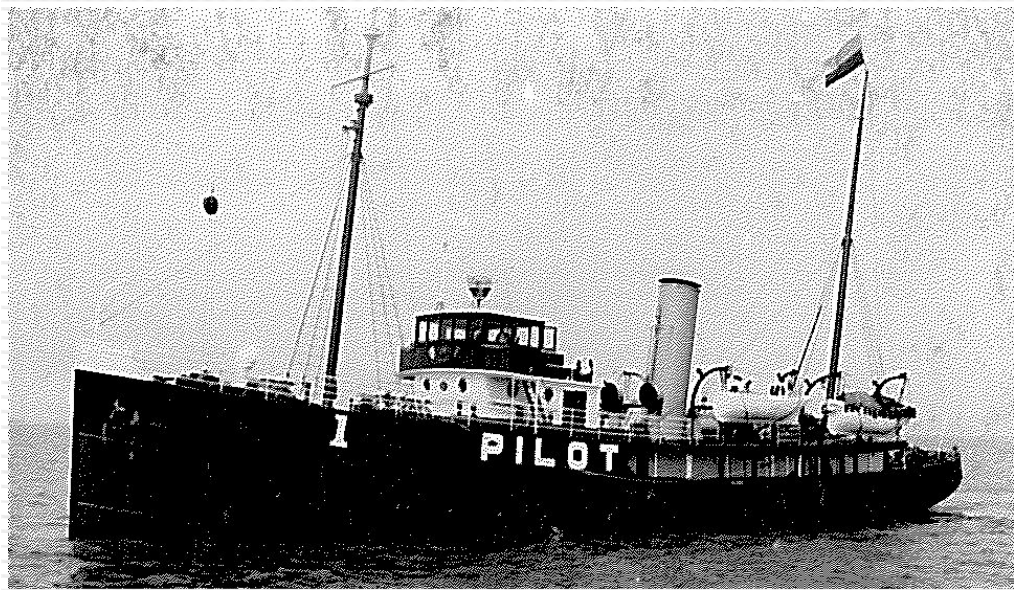


WWI Aerial View of the Humber

- 1919 19th October – The Commodore, F W Kershaw dies after a short illness.
- 1919 Chief Pilotage Clerk, C C Hart takes over as acting Commodore after the death of F Kershaw and remains in office until pilot J M Holland takes over the roll in 1939.
- 1919 A chalk stone heap is placed on the NW corner of Reads Island to try and prevent further erosion.
- 1919 Pilot apprentices are to be employed when not less than 14 and not more than 16 years. Indentures are to last 6 years with the Conservancy Board paying £40 to the apprentices at the rate of £4 in the 1st year, £5 in the 2nd year, £6 in the 3rd year, £7 in the 4th year, £8 in the 5th year and £10 in the 6th year. An allowance of 14s per week is paid when apprentices are on the home station for the first 5 years and 15s in the 6th year.
- 1919 North Killingholme jetty is opened.
- 1920 13 April – J M Collingwood is appointed as the part time signalling instructor to the apprentices.
- 1920 The 1st edition of the UKPA's 'The Pilot' magazine is published.
- 1920 31st December - There are 81 Humber pilots and 9 Goole pilots.
- 1921 Due to a shortage of vessels, Immingham Dock lock is closed at midnight on Saturday until midnight on Sunday.

- 1921 31st December - There are 80 Humber pilots and 9 Goole pilots.
- 1922 New Bye-laws are passed replacing those made between 1893 and 1922. Amongst other rules, candidates for Humber and Goole pilotage districts must be natural born British subjects with both parents either natural born or naturalised British subjects at the time of his birth. Candidates are to be not less than 23 or more than 35, ex-apprentices are to hold a 2nd Mates foreign going certificate plus the sea time as required. Other candidates are to hold a 1st Mates foreign going certificate plus experience on the river. The candidate must spend 14 days on probation at their own expense.
- 1922 11th November – Humber pilots petition for an increase in numbers to 100 due to traffic patterns.
- 1922 31st December - There are 87 Humber pilots and 11 Goole pilots.
- 1923 7th March – An Act to consolidate and amend the Law relating to Pilotage is enacted to revise pilotage organisation.
- 1923 The Brough Hydrographic Office is established in a building purchased from the Elloughton Boy Scouts Association.
- 1924 Work commences on the training wall at Trent falls but suspended in 1926 due to industrial unrest.
- 1924 25th January – New Humber Conservancy Board Pilotage Bye-laws are passed.
- 1924 2nd June – Humber Conservancy Board advertises for pilots to work on the Humber between Hull Roads and the river Trent as far as Gainsborough.
- 1924 31st December - There are 100 Humber pilots and 14 Goole pilots.
- 1924 A Dock Pilotage Act is passed and lays out the requirements for the authorisation, conduct and employment of dock pilots.
- 1925 The Humber Conservancy Board adopts the Uniform System of lighting for buoys.
- 1925 For over 40 years, Humber pilots on the home station have collected the pilotage dues. They take turns and are required to carry out the duty every 2½ years but the HCB agrees to take over the task.
- 1925 31st December - There are 97 Humber pilots, 14 Goole pilots and (from 3rd March) 3 Trent pilots.
- 1926 3rd March – 3 Trent pilots are licensed.
- 1926 The oil lanterns at Salt End leading lights are replaced by electric lights.
- 1926 There are 95 Humber pilots, 14 Goole pilots and 3 Trent pilots.

- 1927 1st January – The Appropriated Humber Pilot's Bye-laws come into force and apply to vessels over 6,000 gross registered tons. 26 pilots are appropriated to 14 companies.
- 1927 23rd August – A majority of the Goole pilots request that the Goole Harbour Master should not also be the Pilot Master as it creates a conflict of interest. The situation is not resolved.
- 1927 17th November – No12, Spurn Lightship is placed on station, in position 104° x 4 miles from Spurn. Built of steel by Goole Shipbuilding and Engineering Company at a cost of £16,550. Length 100ft, Breadth 24ft, Draft 10ft. 200 tons gross. Transferred to the Bull station from 1959 to 8th July 1975 before being sold to Hull City Council on 6th October 1982.
- 1928 31st December - There are 85 Humber pilots, 14 Goole pilots and 2 to 3 Trent pilots.
- 1928 – No2 Jetty is built at Salt End to the west of No1 Jetty.
- 1929 Goole docks are frozen over.
- 1929 Boothferry swing bridge is opened and replaces the last Ouse river ferry.
- 1929 31st December - There are 84 Humber pilots, 14 Goole pilots and 3 Trent pilots. Due to the shortage of Humber pilots, apprentices are offered to the masters of vessels requiring a compulsory pilot.
- 1930 Civil engineers Sir Douglas Fox and Partners rule out the building of a Humber tunnel and advocate the construction of a road bridge.
- 1930 19th December – The Pilot Cutter, ss 'J H FISHER' is launched becoming the 3rd, and last purpose built, steam cutter for the Humber Pilots. Constructed by Earle's of Hull at a cost of £23,900. Length 140ft, breadth 26ft. There is accommodation for 36 pilots in 10 state rooms. Electric lights and steam heating are fitted. G N Richardson (pilot and later the Commodore) is the managing owner.
- 1930 30th January – 'W A MASSEY' is collided with in Hull Roads and has to be beached. A pilot boat is hired from the Tyne Commissioners until repairs are completed on 16th April.



ss 'J H FISHER'

- 1930 31st December - There are 83 Humber pilots, 14 Goole pilots and 3 Trent pilots.
- 1930 Queens Dock is closed and filled in to become Queens Gardens.
- 1930 The appropriated Humber pilots request the HCB to petition the Board of Trade to approve a Bye-law to allow them to keep a part of the additional earnings instead of it all going into the general pool of monies earned. The other pilots strongly protest and after protracted correspondence the Board of Trade states that the Bye-law cannot be approved as it is outside the powers of the Board.
- 1931 26th January – 'J H FISHER' undergoes successful sea trials.
- 1931 7th March - The crew of ss 'TERN' (General Steam Navigation Co) are rescued by Captain Spence and apprentices Stephenson and Stocks in a pilot boarding boat from 'J H FISHER' in two journeys. The vessel finally sank after being in collision in an easterly gale.
- 1931 Goole pilots charge 5s when taking over the steering of vessels to and from Goole and 10s for larger ships.
- 1931 The Humber Bridge Bill is deposited in Parliament by Hull Corporation. Planned to cross the river from 3,400 feet west of Hessle Haven to 800 feet east of Barton Haven. Consisting of 13 approach spans, 1 large navigation span and 2 anchor spans with a width of 48 feet. The navigation span to be 900 feet with a clearance above HWOSt of 105 feet. Cost estimated at £1,789,330. The Humber Conservancy Board offers determined opposition.
- 1931 23rd-25th June – The 47th Annual UKPA Conference is held at the Guildhall, Hull.
- 1931 The steam cutter 'COMMANDER CAWLEY' is taken out of service and sold to the Air Ministry for £2,000 less commission and expenses.

- 1931 A jetty is built at Brough haven for the safe mooring of the upper Humber hydrographic sounding launch.
- 1932 27th February – Leading lights are established at Hessle.
- 1932 7 March – Trent pilots agree to pool their earnings as they did until 1929.
- 1932 15th October – ‘J H FISHER’ rescues the crew from ss ‘SHELDRAKE’ in bad weather. The vessel is in danger of capsizing and is grounded on the Lincolnshire coast but refloated later. The crew are transferred to ‘W A MASSEY’.
- 1932 31st December - There are 81 pilots and 23 apprentices in the Humber service, 13 Goole pilots and 3 Trent pilots.
- 1933 July – The Trent pilots rent an office at No 7 Oberon Chambers, Queen Street, Hull. Telephone No 16208.
- 1933 Goole pilots rent an office at Minerva Chambers, Humber Dock Side, Hull.
- 1933 1st January – The ‘direct’ method of steering orders is adopted, that is, port helm swings the bow to port and starboard helm to starboard.
- 1933 10th March – The Trent pilots request and are provided with copies of the upriver charts.
- 1933 The launch ‘PILOT’, built of wood by James N Miller of St Monance, Fife. Length 36ft, breadth 9ft 5ins, draft 3ft 6ins, speed 8 knots, 4.88 tons net, cost £850. Used for boarding and landing pilots in the south channel off Hull.
- 1933 The Apex light is established. Owned by the Lower Ouse Improvement Trustees.
- 1933 31st December - There are 74 Humber pilots, 14 Goole pilots and 4 Trent pilots.
- 1934 4th October – No 3 Fish Dock is opened at Grimsby.
- 1934 Echo sounding apparatus is fitted to the conservancy launch ‘W S WRIGHT’.
- 1934 22nd November – The only remaining registered solid ballast lighter (No15 ‘MARTHA’) is sold.
- 1934 31st December - There are 77 Humber pilots, 14 Goole pilots and 4 Trent pilots.
- 1935 Flixboro Wharf is opened on the river Trent.
- 1935 15 August – The pilots invite the pilotage commissioners to take a trip onboard ‘J H FISHER’. The cutter steams to Immingham and back to Hull before proceeding on a 2 hour trip upriver during the evening.
- 1936 The Pilot’s Limitation of Liability Act is passed.
- 1936 The Classification of Humber Bye-laws comes into force.

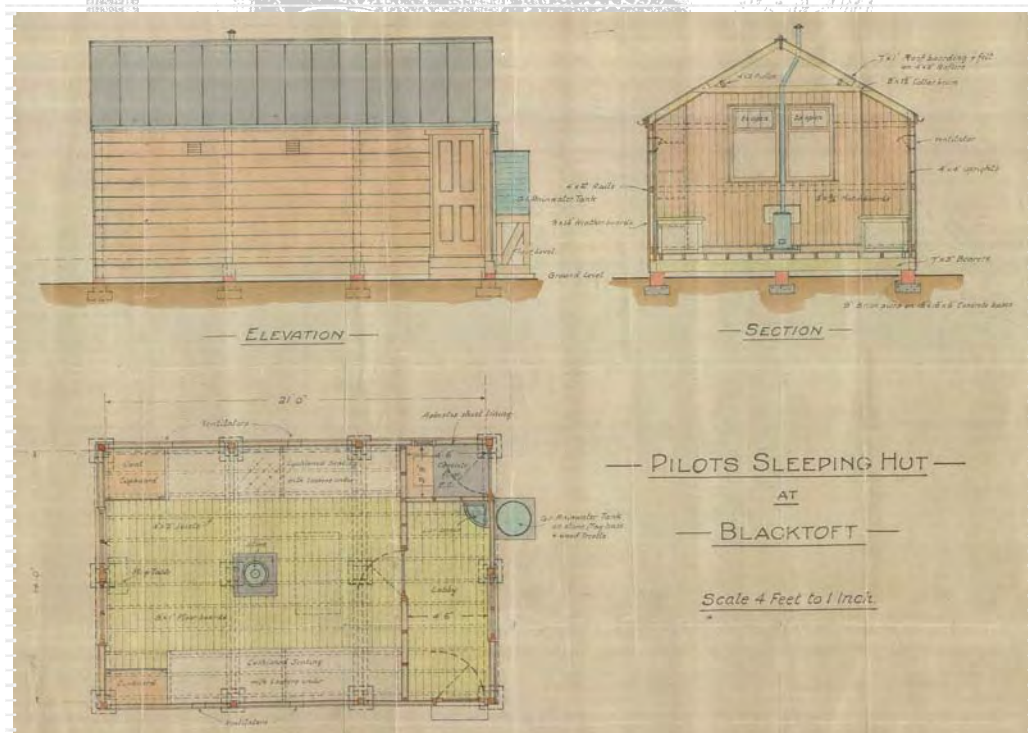
1936 30th March – Discussions take place over using the pilot office for the Humber, Goole and Trent services together but it is decided that it is not possible.

1936 It is established, after the case of the grounding of the 'NEPTUN', that a Buoyage and Beaconage Authority (The Humber Conservancy Board) has minimum obligations;

- To sound and find the best navigable channel in the river.
- To place sea marks and light them.
- To resound the channel when the opportunity presents.
- To keep a watch on the changing depths and move and/or renew marks.
- To keep records of the soundings and movements of sea marks for future reference.
- To publish information to supplement the guidance given by sea marks.

1936 1st April – The launch 'WILLIAM ABBOTT', built of steel by Richards of Lowestoft and fitted with a diesel engine, speed 8.5 knots, length 50 ft, beam 12 ft, depth 6 ft, draft 4 ft 9 ins, comes into service for boarding and landing in Hull Roads. The launch 'PILOT' becomes the reserve launch. Insured for £2,400.

1937 A wooden hut is built on Blacktoft Jetty, at a cost of £148 17s 1d, to be used as sleeping accommodation for upriver pilots.



1937 The Humber Pilotage Authority cancels the requirement for pilots to serve 12 months in a square rig sailing vessel but this is not made retrospective.

- 1938 2nd July – Ocean Lock, Goole is opened by Sir Josiah Stamp, Chairman of LMS. Cost £200,000.
- 1938 4th October – The Humber Conservancy Board advertises for Trent pilots in the local Daily Mail.
- 1939 January – There are 5 lightships, 29 lightfloats and lighted buoys and 14 unlit buoys on station on the river.
- 1939 10th August - Ex Boulevard Nautical School, pilot apprentice, George William Dunn, swims from New Holland to Hessle in under two hours. Due to the tide the distance is increased to 2 miles. On 12th August, apprentices Rutherford and Dawe fail to cross and are picked up by boat. On 13th August apprentice Hairsine swims from New Holland to Hull and on 16th August a warning notice is published and displayed onboard the cutters in an attempt to try to prevent apprentices from repeating the feat.
- 1939 27th October – Spurn light vessel is moved to the Grimsby Middle station to mark the Naval Defence Boom. Returned to the Spurn station on 22nd May 1945.
- 1939 1st November – pilot J M Holland is appointed as Commodore after C C Hart, the acting Commodore and former Chief Pilotage Clerk, retires on 31st October.
- 1939 British fishing vessels are subject to compulsory pilotage on the river due to the outbreak of war. Charges are 15s inward and 15s outward. Rescinded in 1941.
- 1940 Also 1941 – All 5 Trent pilots take up alternative employment as trade on the river collapses. However, 2 pilots return to the river in 1942 and remain through to 1945.



Barrage balloons off Killingholme, September 1940

- 1940 9th October – A mine explodes off Grimsby sinking HMT 'SEA KING'. The boarding boat from 'J H FISHER' rescues 5 survivors in a SSW'ly gale.

- 1940 13th November – Apprentice G E Goodwin is accidentally shot through the leg when the onboard Lewis machine gun is being cleaned. He finally resumed duty on 24th June 1941.
- 1940 3rd December – ss 'ROBRIX' is damaged by a mine near the Binks off Spurn and towed into Spurn Bight by 'J H FISHER' before being handed over to the salvage vessel 'MISS ELAINE'.
- 1940 24th November – ss 'MANGALORE' is seriously damaged by a mine whilst at anchor outside King George Dock, Hull.
- 1940 28th December – The tanker 'SAN DELFINO' is damaged by a mine whilst at anchor near the Holme Ridge. After weighing anchor she is beached near Hawkin's Point, refloated later and berthed at Salt End.



ss 'MANGALORE' - Mined off King George Dock Hull 1940

- 1941 16th February – Pilot J W K Stone is killed when a mine explodes as he is piloting steam trawler 'THOMAS DEAS'. The pilots complain that Grimsby trawlers are not being wiped or degaussed before they enter port and so increase the risk from magnetic mines.
- 1941 7th March – 'J H FISHER' is attacked by an enemy aircraft and 2 bombs are dropped close by. Some damage is caused to fixtures and fittings but no one is injured.
- 1941 7th May – An RAF airman, in a liferaft after ditching in the river, is rescued by a boarding boat from 'J H FISHER'. No other survivors are found.
- 1941 1st September – The Admiralty no longer requires British fishing vessels to be subject to compulsory pilotage on the river.

- 1941 7th and 8th May - Riverside Quay at Hull is destroyed by enemy action. Re-built in 1959. The pilot office is also badly damaged and the pilots move to Minerva Chambers whilst the Commodore works from the Conservancy Building in Whitefriargate until 1949.
- 1942 Pilots from 5 UK Districts decide to leave the U.K.P.A. and join the T&G, forming the Marine Pilot's Branch (M.P.B.).
- 1943 14 Humber and 10 Goole pilots are serving as officers in the armed forces.
- 1944 13 Humber pilots are serving as officers in the armed forces.
- 1944 9th February – The Ministry of War Transport recommends that pilots wear life vests equipped with a light and a whistle when on duty.
- 1944 The Hull Roads launch 'WILLIAM ABBOTT' is sold to the Customs and Excise for £3,600.
- 1945 5 Humber pilots are serving as officers in the armed forces. 15 unlicensed Goole pilots piloted 269 vessels. Gross earnings £786.
- 1945 June – Navigation lights on the river that were dimmed or extinguished for the duration of hostilities are restored to full brilliancy.
- 1945 The Humber Conservancy Board decides to license 19 time expired apprentices when released by the armed forces for civilian employment.
- 1945 Work starts on repairing the bomb damaged Pilot Office in Hull.
- 1945 December – The mine clearance of the Humber and approaches is almost completed.
- 1947 Ice floes are seen at Blacktoft.
- 1947 4th April – The launch 'PILOT' is withdrawn from Hull Roads (becoming the reserve launch) and is replaced by the launch 'HUMBER PILOT'.
- 1947 1st August – Humber pilot, G N Richardson is appointed Commodore and Ballast Master at £200 per annum, increasing to £400 per annum after 12 months. The salary is not to rank for pension.
- 1947 Discussions are held to consider the establishment of an apprentice scheme for the Goole service due to the perceived shortfall in suitable candidates. New pilot applicants to hold home trade master's instead of 2nd mate's foreign going certificates.
- 1948 Many of Britain's docks and inland waterways are nationalised. This does not include the Ouse navigation above Hook swing-bridge.
- 1948 The Humber pilot cutter 'WILLIAM FENTON' is brought into service and named after the Chairman of the Humber Conservancy Board. Built in 1942 as Admiralty

trawler, HMS 'CALVAY', by Cook Welton and Gemmell of Beverley and purchased by the HPSCCo for £12,500 before being converted at a cost of £46,000. Length 160ft, breadth 27.5ft, draft 14ft.

Entered Immingham dry dock on 31st August for conversion by the Humber Graving Dock and Engineering Company with accommodation being provided for 32 pilots and 17 crew. In service until 1973 and the last cruising cutter on the Humber. Sea trials took place on 14th October.



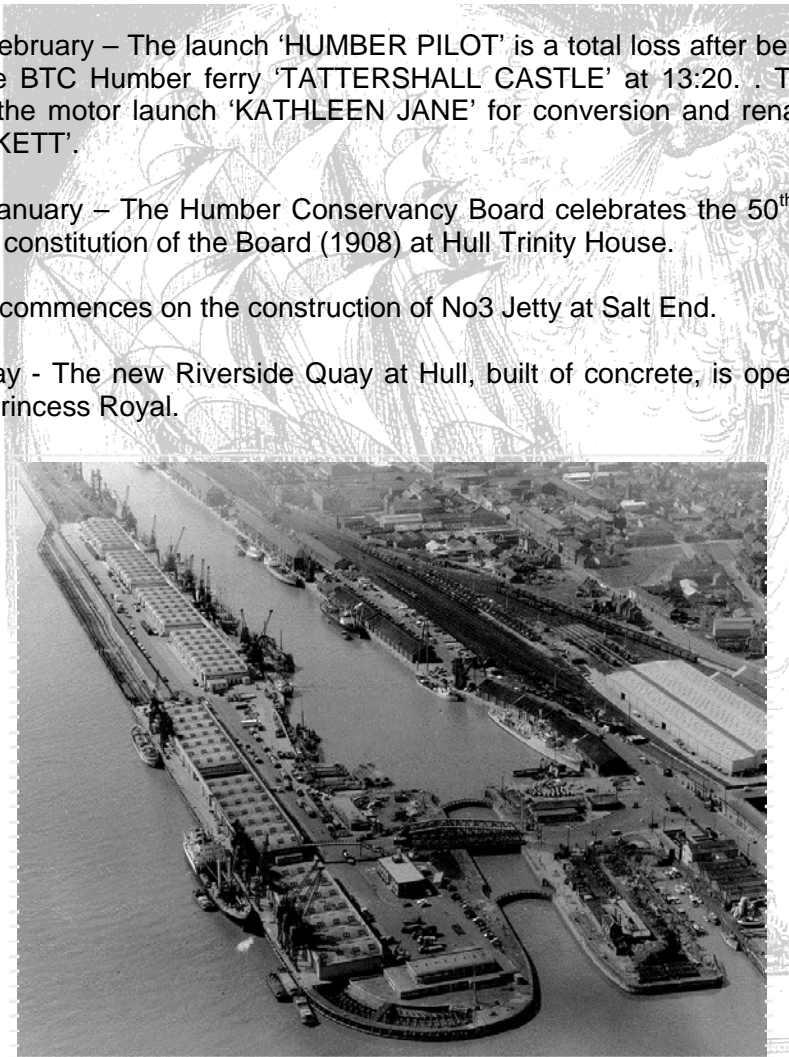
HMS 'CALVAY'



No2, 'WILLIAM FENTON'

- 1948 1st November – ‘W A MASSEY’ sold to the Bristol Pilot service for £1,250.
- 1948 23rd October – At 09:45 ‘WILLIAM FENTON’ assumed the sea station as cutter No2 together with ‘J H FISHER’.
- 1949 1st January – Pilot apprentices are required to have 6 months of watchkeeping service before returning as pilots.
- 1949 All Appropriated Humber Pilots (under the Bye-laws of 1927) resign their position due to the drastic reduction in pilotage rates and the insufficient number of pilots.
- 1949 The Humber pilots return to the pilot office and Goole pilots resist leaving their own offices and do not move in.
- 1951 Humber Conservancy Board takes delivery of ss ‘CHARLES M^oIVER’ to replace the buoy yacht ‘QUEEN’ (built 1892). It is renamed ‘J H HAWORTH’.
- 1952 14th November - The Humber Conservancy Board Bye-laws reduce the term of Humber pilot’s apprenticeship from 6 to 5 years. Apprentices are to be not less than 15 or more than 17 years old when appointed. Ex apprentices are to hold a 1st mates foreign going certificate instead of 2nd mates when returning to the river. Other candidates for a pilot’s position are to hold at least a master’s home trade or 1st mate’s foreign going certificate. The HCB also holds £29,370 of the £30,000 share capital of the HPSCCo.
- 1952 The War Department closes the road at Spurn to the public in the interests of national security. Pilots are permitted to use the road on the odd occasion that it is required and the jetty is also made available.
- 1952 19th November – The pilot office in Hull is included in the statutory list of buildings of special architectural or historic interest under Section 30 of the Town and Country Planning Act 1947.
- 1952 107 blankets on ‘WILLIAM FENTON’ are shrunk by the laundry. Quotes are requested for lengthening the blankets by 1/3 by cutting up the minimum number necessary to effect the repairs.
- 1952 Experiments are made with shore based radar by the Decca company. The pilot’s representatives are not invited to participate.
- 1953 May – Pilots who were previously working as appropriated pilots refuse to accept orders to board vessels inward or outward and turn list pilots have to be used. The HCB institute disciplinary procedures.
- 1953 30th June – Humber pilots withdraw their services as the authority believe that they can compel pilots to resume appropriated work. Duty is resumed later at 09:00 on 7th July.
- 1953 August – The Goole pilot strength is increased by 2 to 22. It is required that 11 live in Goole and 11 in Hull.

- 1953 October – Humber pilots request an increase in the strength from 80 to 100. The HCB votes against the proposal.
- 1953 November – Trent pilot strength increased from 5 to 6.
- 1954 8th March – The Appropriated Humber Pilots Amendment Bye-laws are passed.
- 1956 23rd July – A new concrete jetty is opened at Blacktoft.
- 1956 10th February – The launch 'HUMBER PILOT' is a total loss after being run down by the BTC Humber ferry 'TATTERSHALL CASTLE' at 13:20. . The HPSCCo buys the motor launch 'KATHLEEN JANE' for conversion and renames it 'T W PRICKETT'.
- 1958 15th January – The Humber Conservancy Board celebrates the 50th anniversary of the constitution of the Board (1908) at Hull Trinity House.
- 1958 Work commences on the construction of No3 Jetty at Salt End.
- 1959 12 May - The new Riverside Quay at Hull, built of concrete, is opened by HRH The Princess Royal.



Riverside Quay and Albert Dock in 1964

- 1959 3rd June – Spurn light vessel is moored on station. Built by Cook Welton & Gemmel at Beverley. Length 107ft, breadth 26ft. Withdrawn from service on 11 December 1985 and sold to Pound of Southampton on 17th December 1986.
- 1959 9 June - Spurn Light Vessel (1927) is transferred to the Bull station off Spurn Point. The Bull light vessel (1909) is sold on 5th September 1963 to Arie Rijdsdijk Boss & Sons, Holland.

- 1961 February – Seamen are appointed to the cutter 'WILLIAM FENTON' to replace apprentices.
- 1963 The U.K.P.A. participates in the discussions leading to the formation of the European Maritime Pilots Association (E.M.P.A.) and formally joins the new organisation in 1964.
- 1963 12th January – At 05:21 the 10,720 ton tanker 'ESSO GLASGOW', coming in to pick up a pilot for Salt End, runs into and holes the pilot cutter 'J H FISHER' during a snowstorm. An attempt is made to plug the opening with mattresses but the vessel sinks. There are no casualties and the wreck is dispersed during the summer of 1966.
- 1963 The Humber is frozen over at Brough.
- 1963 The Liverpool pilot cutter, No4, "WILLIAM M CLARKE" is bought by the HPSCCo from the Mersey Docks and Harbour Board (MDHB) and brought into service on the Humber as No1, "FRANK ATKINSON".

The cutter was originally built for the MDHB by Smith's Dock Co, South Bank in Middlesbrough (Yard No: 1024), launched on 30th November 1936 and completed in January 1937. Length 162.5 ft, Beam 30.2 ft and converted from coal to oil in about 1947. Gross 579 tons. Broken up at Blyth during 1974.



ss 'FRANK ATKINSON'

- 1964 The Harbours Act comes into force ensuring that harbour authorities exercise their duties with regard to nature conservation. The statutory powers of the authority may be revised by a harbour revision order if the appropriate Minister is satisfied that the revision is desirable. Harbour authorities are given the power to collect dues to pay for their statutory obligations. Harbour dues and accounts are to be published.
- 1965 31st December - There are 108 Humber pilots, 25 Goole pilots and 9 Trent pilots.

- 1966 1st January – The Humber ports operation and information service, 'Humber Radio', is officially opened at the Pilot Office, 50 Queen Street, Hull.
- 1966 The Humber Harbour Reorganisation Scheme is tabled to enable the nationalisation of the Humber Conservancy Board.
- 1967 The Confirmation Order of the Humber Harbour Reorganisation Scheme is passed.
- 1968 1st July – The day of transfer of Pilotage Authorities for the Humber. The nationalised British Transport Docks Board replaces the Humber Conservancy Board under the Humber Harbour Reorganisation Scheme 1966.
- 1968 The Humber, Princes and Railway Docks (The Town Docks) are all closed and sold to the Hull Corporation for £500,000.
- 1969 27 July – The pilot cutter, 'FRANK ATKINSON' runs aground at Spurn Point.
- 1969 4th August – Queen Elizabeth Dock at Hull is inaugurated by HM The Queen.
- 1968 Immingham Oil Terminal is built to the east of Immingham Dock and extends 964m into the River Humber.
- 1970 A fog signal is established at Blacktoft Jetty.
- 1970 1st February – Victoria Dock, Hull is closed.
- 1970 The Lower Whitton light vessel is replaced by a converted gas carrying lighter.
- 1970 The Immingham Bulk Terminal is built by the National Coal Board to the west of Immingham Dock.
- 1972 The British Transport Docks Act is passed and gives the harbour authority (BTDB), the power to appoint a harbour master, permission to issue General Directions and Special Directions for navigation. General Directions are published annually as Standard Notice to Mariners, SH1.
- 1972 26th July – Work commences on the Humber Bridge.
- 1972 October – Albert and William Wright Docks are closed for conversion into use by the fishing industry.
- 1972 Upper Whitton light vessel is replaced by a converted Whitton float.
- 1972 28th-29th November – The 85th UKPA Conference is held in Hull. A 10" silver scale model of a pilot cutter, named 'PILOT' (a copy of the Humber cutter 'J H FISHER') is presented to the Lord Mayor and Corporation of the City of Kingston upon Hull by the Right Hon James Callaghan, on behalf of the UKPA. The model remains on display at the Guildhall, Hull.

1973 7th November – Due to the deteriorating condition of the cruising cutters, the cutter 'WILLIAM FENTON' is moored inside Spurn Bight to act as a floating accommodation and mooring platform for the new system of utilising launches for boarding and landing pilots. Access to the shore is gained by a section of disused floating oil hose from Tetney Mono Buoy moored in the bight.

Pilot Masters and Duty Pilots are established ashore and operate from a portacabin at Spurn Point end using the radars and VHF radios taken from the cutter 'FRANK ATKINSON'.

1974 29th August - The cutter "FRANK ATKINSON" is delivered to breakers in Blyth.

1974 The IALA System of Buoyage is established on the Humber.

1975 8th July - The original 1927 built Spurn Light Vessel, being used on the Bull station is de-commissioned. Transferred to Hull Marina in 1986 and turned into a museum the following year.

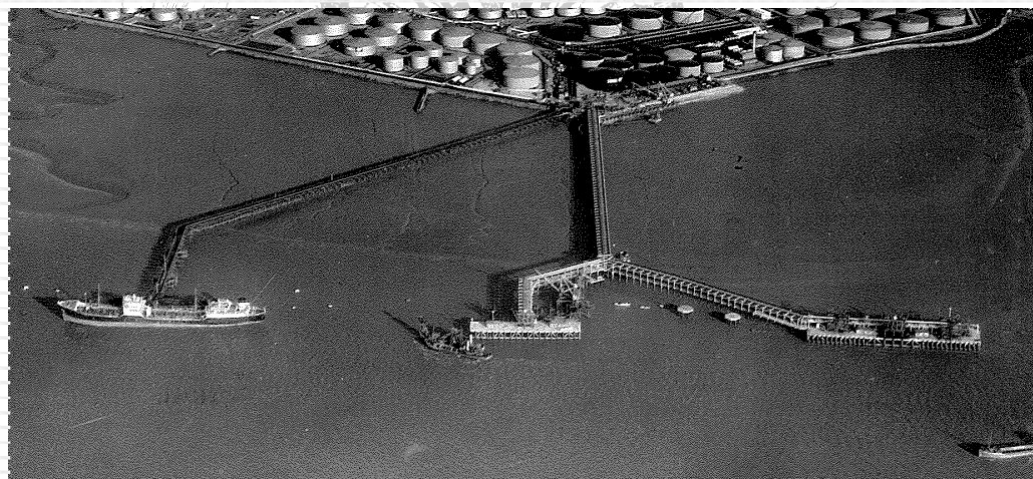
1975 June - St Andrew's Dock at Hull is closed.

1975 November – Albert and William Wright Docks are re-opened for use by the fishing industry.

1975 The M62 Motorway bridge over the river Ouse near Goole is completed.

1976 June – Spurn Base is opened by John Good, the Chairman of the Pilotage Committee. Accommodation had been available ashore since 1975.

1977 December – The demolition of No2 Jetty at Salt End is completed.



Salt End Jetties in 1964

1981 17th July – The official opening of the Humber Bridge by HM the Queen.

- 1981 Captain Cordia of the North Sea ferry 'NORWIND' is the first foreign master (Dutch) to be issued with a pilotage exemption certificate for the Humber after passing the required examination.
- 1982 The British Transport Docks Board is privatised and Associated British Ports (ABP) is created.
- 1982 1st February – The No10 Middle Whitton lightship (on station 1915) is replaced by a 9.4 metre catamaran float. Sold to J Dean of Hull.
- 1983 A function is held to celebrate the completion of the refurbishment of the pilot office. Thanks are expressed to the Lord Mayor and city Council for the £2,000 grant money.
- 1984 December – The Department of Transport publishes a consultative document on Marine Pilotage.
- 1985 The U.K.P.A. is faced with several problems, not least that (shared with the M.P.B.) of impending radical legislation. The UKPA and MPB join forces to become the U.K.P.A.(M), a section of the Transport & General Workers Union.
- 1985 11 December - Spurn Light Vessel (built 1959) is replaced by a 14 metre catamaran float.
- 1987 1st October – The latest Pilotage Act is passed, transferring pilotage organisation to the ports around the UK and ABP becomes the Competent Harbour Authority (CHA). Spurn Pilots Limited (SPL) is created when the Humber, Trent and Goole services amalgamate after protracted discussions. The CHA is given the power to authorise pilots, issue pilotage directions, raise charges for pilotage and to decide whether pilotage should be compulsory within the district under their jurisdiction.
- 1988 20th October – A contract for the provision of pilotage services is signed between SPL (a self-employed cooperative) and ABP.
- 1989 The 1st Harbour Master's (Humber) General Report is published for the year 1988.
- 1989 British Waterways assume control of the Ouse Navigation above the Hook Swing Bridge at Goole.
- 1990 2nd November – The buildings on Read's Island are demolished as they are in danger of being washed away. Originally situated 650 metres inland.
- 1990 The Humber Navigation Bye-laws are established by the CHA to regulate the movement of vessels within the district, using the Courts, if necessary, to prosecute offenders.
- 1991 Brough hydrographic survey base for the upper Humber is closed by ABP and operations transferred to the Hedon Road offices at Hull.

- 1991 16th July – Alexandra Dock, Hull is finally re-opened after a massive dredging program is completed.
- 1992 The Merchant Shipping (Categorisation of Waters) Regulations are passed. This Act defines 4 categories of smooth waters in UK waters. The Humber is defined as Category C, subdivided into winter and summer, seaward from a line drawn between North and South Ferriby.
- 1993 The single berth Riverside Terminal is opened at Hull to the west of King George Dock lock. Originally intended to be capable of handling more vessels but cutbacks curtailed the scope of construction.
- 1994 The Pilotage Operations Manager becomes an employee of ABP instead of a self employed pilot as before.
- 1994 17th September - Humber Pilotage (CHA) Limited (ABP) celebrates the “centenary of Humber Pilotage”. The reason for this is not clear but is possibly because 1994 is the 100th anniversary of the formation of the Humber Pilot's Steam Cutter Company.
- 1995 The latest Merchant Shipping Act comes into force. The Secretary of State has the power to direct a CHA, harbour master, master or owner of a vessel, pilot or salvor, where an accident has occurred to a vessel, and in his opinion, oil from the vessel will or may cause pollution on a large scale. The role of SOSREP, Secretary Of State's REPresentative, is created to fulfil this function.
- 1995 The Merchant Shipping (Port State Control) Regulations Act is passed. An authorised pilot engaged in the berthing and unberthing of a vessel in the UK, or engaged on a vessel bound for a port within an European Union Member State, must immediately inform the harbour authority whenever they learn in the course of their normal duties that there are deficiencies which may prejudice the safe navigation of the vessel, or which may pose a threat to, or harm, the environment. The harbour authority is required to inform the Maritime and Coastguard Agency immediately.
- 1996 15th February – The oil tanker 'SEA EMPRESS' runs aground in Milford Haven causing widespread pollution. Following the subsequent enquiry fundamental changes are made to port and pilotage management.
- 1997 May / June – A memorandum of understanding is drawn up between the port manager of Goole and the harbour master of the Humber on the navigation and conservancy of the lower Ouse.
- 1997 22nd July – Pilots return to the Pilot Office for mustering after working from a porta-cabin in the office car park. The refurbishment is carried out by the CHA and the original pilot's day room is used as ABP's data centre. The pilots are moved to a small back room having a separate entrance when a doorway in the side of the building is opened up after being blocked for many years.
- 1997 10th November – SPL carries a unanimous vote of no confidence in the Pilotage Operations Manager. The result is sent to the Chief Executive and Board of ABP.

- 1998 The Merchant Shipping (Oil Pollution, Preparedness, Response and Cooperation Convention) Regulations are passed. Harbour authorities have a duty to prepare plans for, and to deal with, oil spills in their harbour area.
- 1998 23rd February – At 03:00 the Humber Pilots are evicted from the Pilot Office at 50, Queen Street. The muster station is transferred to a porta-cabin on the north side of Albert Dock, Hull.



ABP Portacabin for Humber pilots – In use until 2002

- 1998 A Review of the 1987 Pilotage Act is carried out.
- 1999 Spurn Pilots Limited (SPL) is renamed, and becomes Humber Pilots Limited (HPL). The company remains a cooperative of self employed pilots.

THE 21ST CENTURY

- 2000 The Pilot's conference votes to rename the UKPA(M), the United Kingdom Maritime Pilots' Association (UKMPA) under the umbrella of the T&G rules.
- 2000 A draft of the National Occupational Standards for Marine Pilots is produced.
- 2000 March – The Port Marine Safety Code published with full implementation to be completed by December 2001. The Code is not a statutory document but neither is it optional and "harbour authorities are expected to work to achieve the agreed standard by implementing its requirements."
- 2000 7th April – A Civic Reception is held at the Guildhall, Hull, in honour of the Humber pilots and to celebrate the 200th anniversary of the passing of the 1800 Humber Pilot Act and the pilot flag is flown above the building. The painting, "Outward Bound from Kingston upon Hull" by Tom Harland, was commissioned by the pilots and presented to the Lord Mayor. It still hangs in the Town Docks Museum in Hull.



“Outward Bound from Kingston upon Hull” by Tom Harland

- 2000 The “Guide to Good Practice on Port Marine Operations” is published.
- 2000 The proposed ABP development of Quay 2000, on the riverside of Alexandra Dock, is postponed for some years.
- 2001 7th March – HPL gives ABP two months notice to terminate the agreement (clause 4f of the contract of service) between the two companies.
- 2001 26th April – HPL rescinds the 2 months notice, after receiving legal advice, and replaces it with 9 months notice of termination of the contract.
- 2001 15th October – ABP starts the training of their employed ‘pilots’ on the rivers Humber, Ouse and Trent using the small chartered coasters ‘AROLD’, ‘LUCY’ and ‘ANJOLA’. The ‘AROLD’ and ‘ANJOLA’ are involved in a serious collision with each other on the river Trent on 25th February. The MAIB subsequently produce a report after an investigation of the incident.
- 2001 3rd December – HPL finally gets verbal permission, after appeal, that strike action can be taken as HPL members are classified as “workers”.
- 2001 7th December – An Extraordinary Meeting of the UKMPA, hosted by HPL, is held at the Hull Guildhall, the topic is “Profit or Pilotage”.
- 2001 11th December – The Court of Appeal’s decision on the proposed strike action is received in writing.
- 2001 12th December – HPL members reluctantly commence strike action. At 00:01 the HPL Pilot Masters are removed from the control tower by ABP personnel and security guards.

- 2002 24th January – HPL ceases strike action and ABP refuses the right to return to work.
- 2002 26th January – ABP terminates the pilot authorisations of all Humber pilots and 490 years of continuous self employed pilotage on the Humber is brought to an end.



The Guildhall, Hull on 7th April 2000 - The pilot flag is flown in honour of the Humber pilots

John Simpson
1 August 2009

