



# THE PILOT



## *THE QUEEN'S DIAMOND JUBILEE PAGEANT SUPPLEMENT*



### *UKMPA MEMBERS AT THE FORE!*



## AN IDEA IS BORN!



Back in 2010, inspired by the above painting *The Thames on Lord Mayor's Day, looking towards the City and St Paul's Cathedral* painted by Canaletto in 1752, Lord Salisbury, Chairman of the Thames Diamond Jubilee Foundation was inspired to re-create a similar event as part of the Queen's Diamond Jubilee celebrations. Lord Salisbury isn't a mariner so he wisely appointed Adrian Evans, festival director of the annual Mayor's Thames Festival (London's biggest free festival) as Pageant Master.

The initial plan was for a parade of 500 craft and realising the scale of the flotilla and the logistical problems associated with such a major event the Port of London Authority (PLA) were approached in order to establish the feasibility of the project. David Snelson, the Chief Harbour Master examined the outline proposal and agreed in principle on the strict understanding that the PLA would have total control over the navigation safety and management of the participating vessels. At the same time the Mayor of London, Boris Johnson, was consulted and having been advised that such a pageant was feasible his schoolboy style of enthusiasm took over and he breathlessly announced to the press that London was going to organise a pageant of 1000 boats which immediately committed the organisers to this figure and quadrupled the organisational headaches!

### The Logistical Problems

One of the major difficulties was that in the time since the 1752 pageant depicted by Canaletto, the river has been constrained by embankments through the centre of London to less than 1/3 of the width of the 18th Century. This has had the effect of generating very strong tides which would make the pageant too dangerous to be contemplated, especially through the bridge arches. To overcome this it was decided to close the Thames flood barrier at half flood tide in order to effectively stop the tide whilst at the same time ensuring that the banks were sufficiently covered to enable the full width of the river to be used.



photo: Environment Agency



The PLA laid over 3 miles of chain moorings Photo: PLA

The other logistical problems included, Security, liaising with the emergency services, planning the passage, registering participating boats, laying moorings and marshalling all the craft prior to and following the main procession. In the end there were nearly 100 PLA personnel involved in the planning and execution of the pageant.

29 year old, Darren Knight from the PLA's Upper district Harbour Service was handed the "poison chalice" of Queen's Diamond Jubilee Manager!



From the beginning, David Snelson realised that expertise from all departments would be required and the following pilots helped to ensure that everything went smoothly on the day:

Jon Stafford, Mike Moorhouse, John Reid, Dudley Curtis, Don Cockrill, Simon Jones, Richard Irwin, Jean Buckpitt, Dave Hocking and Cerwyn Phillips.

Outside of the PLA, John Freestone was approached by the owners of the *Spirit of Chartwell* to take command of the vessel whilst the Royal Family were on board for the Pageant.

**Jon Stafford** (left and inset in the photos) was the first pilot to become involved, mainly because prior to becoming a pilot he had been working with the Marine Services department involved in everything from buoyage to salvage throughout the PLA's district from Teddington Lock through the the outer estuary so he has an almost unique knowledge of every nook and cranny of the Thames. This knowledge was to be tested to the limit during the innumerable briefings with all the groups and in particular the emergency services and MOD. In 2011 David Snelson retired and David Phillips was appointed Chief Harbour Master. Although David Phillips, had overall responsibility it was Jon & Darren (right in the photo) who ensured the subsequent success of the Pageant.



On the day, Jon co-ordinated one of the most difficult tasks having being made responsible for getting the right VIP passengers onto the correct leisure cruisers. At one point this almost brought the pageant to an end before it had begun. Fortunately Jon, like most pilots, isn't impressed by any officialdom and in his own words tells that, "Timing was essential to the success of the event, but I had a close call at Imperial Wharf which was a moment I won't forget.

We had to get the five large Class 5 passenger boats carrying VIPs away on time. Because there was not enough length of quay for all of them, they had to come in one by one. Then they had just 20 minutes each to get their passengers aboard

and get out on the river with five minutes before the next one.

Our carefully organised timetable was going to plan when one of my marshals noticed one vessel – carrying heads of state – was not where it was supposed to be. The skipper told him on the radio that Royal Protection officers had ordered him not to leave until they gave the all clear. That would have skewed everything. There was nothing else for it but for me to go ashore. On the quay I picked the most senior policeman I could see. I don't what rank he was but he had a lot pips and braid on his uniform. I had a yellow jacket, a white cap, and probably a face like thunder. After 10 minutes tense discussion at the end of the pier we had it sorted out. But it came close to disrupting the whole Pageant."

### **Summary of the PLA's Responsibilities**

- Advised the organisers on their strict application process for the thousand vessels and their owners participating in the Pageant.
- Developed the passage plan and detailed 'on water' timings for the event
- Established the risks posed by such an ambitious event and then coordinating the great effort to bring the risks down to safe limits
- Supported rehearsals on the river for each type of boat so that each group of 5 or 6 vessels had a 'master' in charge
- Established the principal of a 'hard shoulder' along the seven mile route so that any vessels which broke down could be removed
- Liaised with the Environment Agency so that the annual test closure of the Thames Barrier coincided with the Pageant
- During the three days ahead of the event, the PLA and Maritime & Coastguard Agency (MCA) inspected vessels to ensure that they were fit to take part.
- Organised closure of the river to navigation,during the pageant
- Oversaw the event from the VTS Control Centre at the Thames Barrier
- Worked with the MCA, Police and other emergency services including the Royal National Lifeboat Institution to respond to any incidents



### Mike Moorhouse.

Mike was initially seconded part time to assist Jon Stafford working with the logistics and in particular organising the passage plan which had to include, not just a simple abort procedure for any vessel getting into difficulties or breaking down but also a full pageant abort in case of an emergency. With the pageant covering a distance of 7 miles through the centre of London, the addition of assembly and dispersal areas meant the organisation zone covered 14 miles of river. Given that the craft involved ranged from Kayaks to large, powerful leisure craft and workboats as Mike stated *"I soon got sucked in until it was occupying all my time and I did lose sleep over it."* On the day, Mike was also out on the river co-ordinating and his worst nightmare – an emergency abort for all vessels – came very close to happening half an hour after the start, right in front of the Royal Barge still moored at Cadogan Pier but not for any foreseen reason!

*"The Pageant was like a monster – we all knew once it was underway it was going to be very difficult to stop, and trouble came when two or three groups of rowing vessels decided to toss their oars to salute the Queen. As soon as they raised their oars to the vertical the wind caught them. Many boats following had decided to do the same thing and suddenly there were boats spinning round and bumping each other with many ending up facing the wrong way. It was a complete dog's dinner. I don't know how we got away with it. God was smiling down on us that day."* Did Mike have any regrets? *"At the end of that day there was a real sense that the Pageant had gone well. And looking back on the planning period it was hard work but enjoyable. "It was good to get involved with different groups of professional people in the PLA and organisations like the police, the MCA and the Pageant organisers. It was an interesting time and worth the sleepless nights."*



### PAGEANT ORDER AND TIMINGS

Section	Pageant Order
Section 1: Man-powered <b>TIMING:</b> Belfry starts ringing at about 14.40	<b>The Royal Jubilee Bells</b> (Music Herald Barge 1 on <i>Ursula Catherine</i> ) followed by the Royal Rowbarge <i>Gloriana</i> , traditional rowed boats, modern rowed boats, kayaks and dragon boats
Section 2: Commonwealth Flags	<b>Handel's Water Music played by the Academy of Ancient Music</b> (Music Herald Barge 2 on <i>Edwardian</i> ) Flags of the Commonwealth Nations
Section 3: Royal Squadron	Vessels from the former Royal Yacht Britannia, Trinity House and the Heralds <b>The Royal Marines Herald Fanfare Team</b> (Music Herald Barge 3 on <i>Connaught</i> ) <b>The Royal Barge</b> Guard of Honour and Special Guests
Section 4: Dunkirk Little Ships	<b>The Band of Her Majesty's Royal Marines</b> (Music Herald Barge 4 on <i>Valulla</i> ) Dunkirk Little Ships
Section 5: Historic and Service Vessels	<b>Shree Muktajeevan Pipe Band and Dhol Ensemble</b> (Music Herald Barge 5 on <i>City Alpha</i> ) Historic Vessels
Section 6: Working Boats	<b>The Jubilant Commonwealth Chorus</b> (Music Herald Barge 6) – Steam Boats, Tugs & Working Boats
Section 7: Leisure boats	Fire Boats – Leisure Vessels
Section 8: Narrow Boats	<b>The New Jubilee Water Music</b> (Music Herald Barge 7 on <i>Georgian</i> ) Narrow Boats
Section 9: Passenger Boats	<b>The Mayor's Jubilee Band</b> (Music Herald Barge 8 on <i>Westminster</i> ) Passenger Boats
Section 10: Passenger Boats	<b>Rhythm on the River</b> (Music Herald Barge 9 on <i>Wyndham Grand</i> ) Passenger Boats
<b>TIMING:</b> passing under Tower Bridge at approximately 17:30	<b>The London Philharmonic Orchestra</b> (Music Herald Barge 10 on <i>Symphony</i> )





# Royal Barge: "Spirit of Chartwell"



*Spirit of Chartwell in normal times!* Photo: Internet

**Spirit of Chartwell**  
**Owner: Phillip Morrell**  
**Magna Carta**  
**Steamship Company**  
**LOA: 63.9m**  
**Propulsion:**  
**2 x Schottell drive units**  
**Bow thruster**



*Spirit of Chartwell as a Royal Barge* Photo: Igor Rukhlivski

## John Freestone & the Spirit of Chartwell.

As one of the four PLA river pilots authorised to pilot vessels up to Teddington lock, John has been involved in passage planning and piloting many unusual craft, including the barge that carried the *Concorde* back in 2004 (See Pilot magazine 278). This year John was also appointed as "Master" of the Honourable Company of Master Mariners.

### Preparation

When the *Spirit of Chartwell* came over from Holland John, along with river pilot John Reid and the regular Master, Graeme Faulkner, was involved in the assessment trials for use on the Thames as a pleasure cruiser based at Canary Wharf. Although The wheelhouse can be lowered, bridge clearance tolerances were tight so the furthest upriver destination was settled on as Putney. In March of this year *Spirit of Chartwell's* owner, Philip Morrell contacted John asking if would be prepared to be Master for Pageant with Graeme as Chief Officer since the MCA had insisted on two senior persons capable of handling the vessel on the day. Interestingly, although a senior pilot authorised for the district and an upriver examiner, as Master, not being in possession of the required MCA boatman's license, John was required to sit a formal exam in order to obtain a PEC for the vessel. This was obtained with John Reid and the MCA as examiners!

With the qualifications in place, extensive training involving manoeuvring trials were undertaken along with full stability trials for the Pageant modifications to the vessel. Cadogan Pier on the Chelsea Embankment was selected as the most suitable upriver location for the vessel to be moored prior to joining the Pageant convoy in her allocated slot. The following is edited from John's own account of the passage on the day:

*Prior to Her Majesty, Prince Charles, the Duchess of Cornwall, the Duke and Duchess of Cambridge and Prince Harry boarding with their guests our attention focussed on the boat-to-boat transfer of the Royal party from the Britannia Barge to the Spirit of Chartwell. This had taken a lot of risk-assessing and in order to make this as safe as possible we insisted the river be closed below Albert Bridge to all moving traffic to avoid any wash. Fortunately all went smoothly.*

*As our start time approached, with the benefit of minimal tide running as a result of the Thames Barrier closure we held on to a short breast amidships and as the Connaught (the vessel to be ahead of us) approached, we let go and thrust out, taking good position for the four knot run down.*

*Chelsea and Victoria Rail bridges were negotiated successfully but the next bridge, Vauxhall, being the first with minimum clearance had to be approached with great care. The approach involves a port swing and with the wind on the port quarter care had to be taken that the stern wasn't allowed to fall away to the south. Once safely through Vauxhall, Lambeth Bridge had more clearance but we were occasionally baulked by the huge number of craft ahead.*

*Westminster Bridge was next and although a fairly true line, the very restricted air draft and narrow arches compounded by prominent starlings necessitates a careful eye both on the rate of turn indicator and quick glances astern.*

*Hungerford and Waterloo were fine; the advantage of no tide meant we were able to hold the centre more easily, giving the escorts more room. As we approached HQS Wellington I handed over to Graeme in order to allow me to be able to wave back to the amazing view of all hands aboard. As we cleared away from King's Reach we were "put by" as all the rowers appeared to be congested at London Bridge. Eventually, all cleared and after London Bridge we went through Tower Bridge with the bascules on a full lift.*

*Finally came the swing onto the pier of HMS President which the BBC described as "defying gravity"*

*After the flotilla had finally passed, the Royal Family came below and Graeme and I were delighted to be introduced to them before they disembarked.*



*Tower Bridge being raised as the Spirit of Chartwell passes HMS Belfast*  
Photo: PLA (Andy Wallace)



*John takes time out to wave whilst passing HQS Wellington*  
Photo: Igor Rukhlivski







The Pageant was led by a barge carrying the eight new Jubilee bells

Photo: Igor Rukhliski

### ROYAL JUBILEE BELLS

A set of special bells were cast for the Jubilee by the:

#### **Whitechapel Bell Foundry**

For the church of :

#### **St James Garlickhythe**

Sponsored by Private individuals, companies and professional organisations each bell is named after a member of the Royal family:

The Vintners' Bell	Tenor	Elizabeth
The Dyers' Bell	7th	Phillip
Glass Sellers Bell	6th	Charles
The Parish Bell	5th	Anne
The Bettinson Bell	4th	Andrew
The Crace Bell	3rd	Edward
Katherine	2nd	William-
Nicole Kassimiotis	Treble	Henry



The Jubilee flag



Photo: PLA (Wayne McCabe)



Photo: PLA (Andy Wallace)



Photo: PLA (Wayne McCabe)



The raised oar salutes that nearly brought the Pageant to an early end!!

Photo: PLA (Wayne McCabe)



Photo: Igor Rukhlisky





Photo: Igor Rukhlisky



Photo: PLA (Andy Wallace)



Photo: Igor Rukhlisky



Photo: [www.thamesdiamondjubileepageant.org](http://www.thamesdiamondjubileepageant.org)

## Marshalling

Over 100 personnel from various departments of the PLA were involved in ensuring that the Pageant proceeded not only according to the planned schedule but also with the maximum possible safety and once underway the responsibility lay with the marshals on the water. Bearing in mind the havoc caused by a rogue idiot during the Oxford / Cambridge Boat Race, it's a credit to all involved that despite the enormous challenges posed by 1000 craft this was achieved. Don's following account is typical of the "unsung heroes" crucial to ensuring the success of the parade. JCB



*River pilot, Simon Jones, one of the many marshals*

### A first Hand Account by UKMPA Chairman, Don Cockrill.

"Never volunteer unless you know what is actually required." Advice I failed to heed but ultimately did not regret is one way of looking at my experience of involvement with the Queen's Diamond Jubilee Pageant event. Being rostered to work on Sunday 3<sup>rd</sup> June, it seemed foolish not to step forward when the PLA put out a call for volunteers to assist with the pageant on the great day.

What I had failed to realise was that although the volunteers were requested for one day, in actual fact, the familiarity training with the upper reaches of the tidal Thames (way upriver of the main commercial shipping district and above the city) and the need to understand and learn all the programme procedures required to make the regimented procession of 1000 boats over a 7 mile course a success, actually required a commitment of five days (for some, more) including a number of trips upriver in early wet mornings.

On the day itself, with an 0430 start, having been charged (as part of a team) with the marshalling of the Dunkirk Little Ships flotilla I was allocated to an open marshalling boat along with a volunteer coxswain tasked, along with colleagues, to complete the final stage of the comprehensive security process involving visiting each boat of my allotted group on their moorings and after a final head count and pass verifications - handing over the much coveted (and hitherto highly secret) pageant flag to the skipper.



Three major tasks then followed, getting the fleet started on time to the second from their buoy moorings upriver from the pageant start point, escorting the fleet maintaining precise timing, separation and formation as much as possible through the course of the procession and finally the disbandment in an organised fashion after passing Her Majesty at *HMS President*.

It is of significant credit to all the personnel afloat, not least my pilot colleagues that it all went according to plan despite the atrociously inclement weather. Although suitably clothed and equipped, 10 hours in an open boat in wind and rain inevitably lead to notable fatigue and for some, mild hyperthermia. The situation affected many pageant participants particularly the youngsters and caused significant concern amongst the organisers.

High spot of the day? For me it has to be the privilege of meeting in person those WWII veterans who were carried aboard the DLS's. Overall though the event was an experience that I for one will always remember with great pleasure and a little pride at having made a small but important contribution to its success.



### The Royal College of Music Chamber Choir

"Soaked through, hair plastered to their faces, sheet music disintegrating in the downpour, the 12 choristers stood on top of the good ship *Symphony* in front of Her Majesty and belted out the rousing conclusion to the day's celebrations. Their angelic sopranos and deep baritones drowned out the relentless rain. They summed up exactly the spirit of the occasion."

The Telegraph





The Daily Mail managed to re-create Canaletto's original panorama. Photo: Daily Mail website

## Conclusion

I decided to produce this special Pageant supplement having been dismayed by the dismal coverage of the event by the BBC and by the fact that very few publications covered the enormous amount of planning work over two years that had gone into ensuring the event passed off without incident. With many UKMPA members involved, the Pageant was a textbook example of co-operation between many different departments of the PLA with the specialist skills of each being tested to the limit. The fact that despite the atrocious conditions the event was not just able to maintain its order but also keep to the exact programme schedule was an amazing feat and a credit to all involved.

Finally, there were several who noticed the absence of any Royal Navy craft in the flotilla, a factor that stimulated maritime lawyer and ex Liverpool pilot, Barrie Youde, to pick up his pen the following day!

*John Clandillon-Baker: Editor*

## DIAMOND JUBILEE

I did go down to the sea again. I saw it all on TV  
 The Pageant Grand of our Maritime Land; of The Queen and her Jubilee.  
 There were large boats and small boats and others of middling sizes.  
 The scale of it all left the viewer in thrall: and gasping at several surprises.  
 I did go down to the sea again, this morning, outside my front door:  
 And yesterday's sight gave the utmost delight: We'd seen nothing like it before.  
 HM The Queen, in her matters marine, survived and seemed happy about it,  
 Whilst the D of E, a man of the sea, was dressed for the part, do not doubt it.  
 I did go down to the sea again. I did it the previous day.  
 Our village street-party was cheerful and hearty, I'm wholly delighted to say.  
 'Twas a barbecue, the best we could do, in our churchyard overlooking the sea.  
 In best maritime rig we cremated a pig, on the Anglican side of the Dee.  
 I did go down to the sea again. The Pageant was very well done.  
 On a miserable day the Thames was at play, allowing the Nation some fun.  
 And the dank cold heard the bells tolled: the star was the new "*Gloriana*",  
 To honour The Queen at that memorable scene, reminiscent of Victoriana.  
 I did go down to the sea again and the Devil inside of me queried  
 At the jollity in this tale of the sea; and those roisterers all being ferried?  
 Though our Diamond Crown has let nobody down, the World has now turned up the heat.  
 For a Spithead Review, what could we still do? Where yesterday, please, was the Fleet?

Barrie Youde  
 04.06.2012



Photo: PLA (Andy Wallace)



*Photo: PLA (Andy Wallace)*

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With special thanks for permission to use their photos to:

Port of London Authority

Igor Rukhlivsky (Ship keeper on HQS Wellington)



The official Souvenir Programme that lists every craft that participated and has details and photos of many of them is still available from:

[www.thamesdiamondjubileepageant.org/](http://www.thamesdiamondjubileepageant.org/)