THE PILOT

The official organ of The United Kingdom Pilots' Association

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GOVERNMENT PLANNING NEW STRUCTURE FOR PILOTAGE

Proposals for One Central Authority

The Government, in their White Paper on The Reorganisation of the Ports, are advocating a much greater degree of centralisation and rationalisation of the pilotage services, including provision for adequate pensions and redeployment. They firmly believe that these objectives can be achieved by the unification of all pilotage under a Central Pilotage Authority or a National Ports Authority when it is established. Whichever course is adopted will, as the Government point out, require *further* consultations with the interests concerned including the National Ports Authority.

The problem of pilotage—as the Minister of Transport remarked in answer to a question in the House of Commons—is a difficult one, and the Government has therefore decided that it should not be included in the forthcoming legislation on the reorganisation of the ports but should be dealt with in a separate Bill to be prepared at a later date.

It is, in the Association's view, enormously important that the new structure for the centralisation of the pilotage services should be carefully planned with the full participation of the pilots. The responsibility therefore falls on the Association—as the leading representative body of the majority of pilots in England, Scotland, Wales and Northern Ireland—to initiate the broad principles of a National Pilotage Plan if the reorganisation of the pilotage services is to work smoothly and efficiently.

The Association is very much alert to the varied problems of pilotage and the need for the pilotage services to play their full part in the national economy of the country.

Humber Pilot Cutters

The crews of the sea going Humber pilot cutters, watch-keeping officers, engineers and catering staff, withdrew their labour on the 18 June, as a result of a pay dispute with the Humber Pilots' Steam Cutter Co. Ltd.

An emergency meeting of all pilots was called, and by an overwhelming majority it was decided to carry on the service as best they could.

The pilot cutter *Frank Atkinson* was anchored inside Spurn Point as near to the beach as possible. A Notice to Mariners was issued, warning shipping of the pilots' difficulties, asking them to anchor, but assuring them that pilots would make every effort to board the vessels in sufficient time to berth on the first available tide.

Within hours of the cutter being anchored, all radio communication was lost. During the first night, with only oil lights and an Aldis lamp, things were pretty grim, but the following morning, 'do-it-yourself' pilots began arriving on board the cutter with auxiliary generators, emergency pumps, calor gas stoves etc. By nightfall, lights and radio communications were restored.

An inflatable rescue dinghy had to be used in order to transport pilots from the beach at low water. Pre-packed meals were sent down daily, and with the valuable assistance of our apprentices, the service has worked satisfactorily, even if a little unorthodox.

During the first 12 days of the strike 900 vessels were being handled by the cutter, and no vessel missed the first available tide.

The dispute was eventually settled. Meanwhile the excellent resolve of the Humber pilots to keep the port shipping moving without it being endangered has increased the good name of the British pilot.

Corrigendum

The Editor regrets that due to an oversight his first issue of the PILOT was numbered similarly to the issue of August, 1968. Please note that it should be **No. 155 (Vol. 45) No. 1.**

Oil Pollution

For a number of years the Board of Trade have had arrangements with the Services, civil airlines and shipping and fisheries organisations whereby captains of aircraft and masters and skippers of vessels report ships seen to be discharging oil near our coasts and, in the case of aircraft, any substantial patches of floating oil. Pilots in all Trinity House Districts, Officers of the Trinity House Pilot Vessel Service and members of the United Kingdom Pilots' Association have also been asked to help be reporting any incident which might lead to the pollution of the sea by oil.

The United Kingdom Government has recently signed an agreement with the Governments of the countries bordering the North Sea and English Channel which provides for co-operation in tracking and dealing with spillages of oil in these areas. The Assembly of IMCO has adopted a resolution concerning the reporting by masters of accidents to ships where there is risk of oil pollution. The Board of Trade have also undertaken in appropriate cases, to arrange clearance action if an oil slick at sea is a serious threat to our coasts.

We are therefore strengthening and extending our existing reporting arrangements. We should be grateful if pilots would participate in supplementing these arrangements by reporting any accidents to ships which involve a risk of a significant spillage of oil, any ships seen to be discharging oil in prohibited areas of the sea and any oil slicks which are likely to be a serious threat to the coast of the United Kingdom and of the other countries bordering the North Sea and English Channel (i.e. Belgium, Denmark, France, the Federal Republic of Germany, Netherlands, Norway and Sweden).

Reports should include details of the time of the incident, the nature and degree of pollution, the position and movement of the oil slick and any other useful information. In the case of a ship discharging oil the report should also indicate the position, speed and course of the ship and whenever possible its name or any distinctive or descriptive markings. It would be convenient if pilots would report the information in the manner set out below.

Accidents and oil slicks should be reported by the quickest available means to the coastal authorities of the country whose coasts are threatened. When the United Kingdom coast is threatened or the report concerns a ship discharging oil, reports should be sent by the quickest available means to the nearest H.M. Coastguard station. The cost of radio messages addressed to H.M. Coastguard via G.P.O. Radio Stations will be met by the Board of Trade.

OILREP

a. Date and time pollution observed.
b. Position.
c. Direction and speed of wind.
d. Sea state.
e. Type of pollution.
f. Name of Ship seen discharging.
g. Names of vessels in vicinity.
h. Disposal of oil samples (if taken).
i. Action taken to disperse slick.
j. Any other information.

RADAR FOR BERTHING SUPER TANKERS

Radar Research Establishment of the Ministry of Technology has developed, in conjunction with the Marine Department of the Esso Petroleum Co. Ltd., a portable C.W. radar which can measure the velocity at which a ship, such as a super tanker, is approaching its berth. It works by measuring the frequency difference between the transmitted energy and that received after reflection from the moving ship. The Master and pilot on the berthing ship also need to know the distance between the ship and jetty at any given moment with an accuracy of one or two feet and RRE has developed a radar, incorporating a solid state generator, to provide this information.

The Piloting of Mammoth Tankers

J. P. McGrath
(Milford Haven)

Nothing to be said against our fellow Pilots from Japan, that are so often mentioned in articles on the subject of the piloting and berthing of large vessels of which they certainly have had considerable experience.

However, I do take exception when I read articles by my British fellow Pilots, stating that there are no pilots in this country that can talk with experience as none have ever handled them.

I cannot talk with as much experience as some of my colleagues in this port of Milford Haven as I have only been here for four years having "served my time" so to speak, piloting on the River Thames for ten years, prior to coming here.

We have graduated from the 90,000 ton d.w. vessels to the 100,000 tonners in 1965, now we have regular visits of 150,000-190,000 tons and expect a 219,000 tonner shortly, with larger vessels to follow.

The maximum draught ever to enter this port to date is 61 ft. 6 in. but when dredging has been completed much deeper draughted vessels will be admitted.

For those that expect to pilot very large vessels, such as the ones that I have mentioned, I would like to pass on that which I have learnt since I have been here, at the same time not claim to be an authority on the subject, or to appear presumptuous.

The very large vessels certainly seem to steer well, even when they have had their engines stopped for some considerable time, (jumboised vessel excepted).

Is it generally known that if these vessels have the least bit of headway and the engines are put astern they will initially pay off to port or the stern will actually go to starboard, until they come to rest in the water then they react as a normal vessel and the effect of transverse thrust takes over? This can be quite frightening especially if one is berthing port side to, even though the speed must by this time be next to nothing.

We board the vessels about three miles to seaward of the entrance, and must come in at full speed to counteract a strong cross-current; we cannot reduce this speed until we are within two and a half miles from the nearest jetty

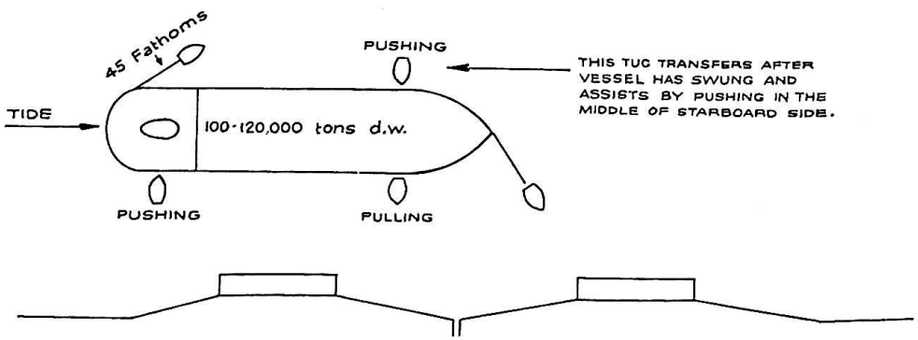


Fig. 1

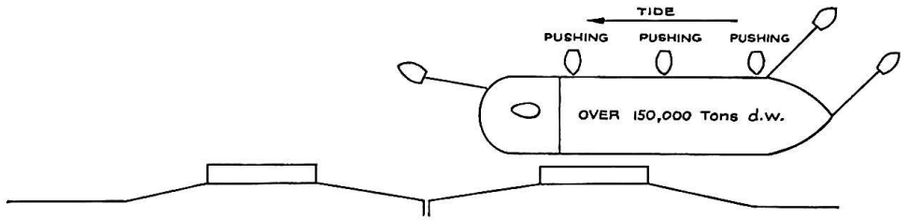


Fig. 2

to which we may be bound, we do have the advantage of having to make a fifty degree turn, which certainly takes a lot of the way off of the vessel but it is sometimes necessary to counteract this gain by having to put the engines to full speed again to stop the swing.

Vessels of up to 120,000 tons d.w. are usually swung on the flood tide when there is sufficient water and tugs are made fast as shown in figure (1), each of 1300 BHP,

Vessels in the region of 150,000 tons and over are brought in on the first of the ebb and six of the above mentioned tugs are employed and I think my colleagues will agree that figure (2) is the usual method of positioning also that most of us would prefer less tugs but of a 2,500 BHP.

The manifold on these mammoth tankers is usually located well abaft the midships section of the vessel, in consequence the cushioning effect of the jetty (even though it is not of a solid construction) is felt at the after end of the vessel and if all tugs are pushing equally the forward part of the vessel will certainly fly towards the direction of the jetty. I can only suggest that the forward-most tugs made fast alongside, do not push as much as the after ones if indeed they need to push at all (see figure 3).

VHF set fitted with a long wandering lead or sockets on the wings of the bridge are a must. Alternatively a good portable set that has the same channels as the tugs.

We number the tugs quite simply, calling the forward-most tug "number one" and the after-most "number five" or "six" according to the side of the vessel.

We allow 5% of the draught for keel clearance on the flood tide, and 10% + 1 ft. on the ebb. (the + 1 ft. is allowed only for a cut in tide).

We have recently been asked to experiment with the "Doppler" radar system, which feeds us information as to our speed when approaching in knots, and feet per minute when berthing. I must say that I was very apprehensive of this when I was asked to take advantage of this aid, but found the apparatus much more sensitive than my own eye and I think that it would be of enormous help in darkness.

As far as boarding and disembarking these vessels:—we very often have a heavy swell and mountainous seas, but seldom fail to board, or disembark. The pilot vessels are so designed that the Coxswain has a clear view of the Pilot at all times.

We prefer the "Hoist" type of ladder providing there is a competent person that is used to operating it. Our second choice is the "Jacob's ladder-come-gangway", providing that (and this applies to all ladders) the ladder is fitted with wide spreaders and preferably the last ten rungs or so are made of rubber, placed not too far aft, away from the propeller and not too near the water's edge.

One last point but a very important one, that has just come to mind, from our considerable experience, we know that the absolute minimum distance required for swinging, is a length and a half, from a standing start and one point six the length for a vessel under-way.

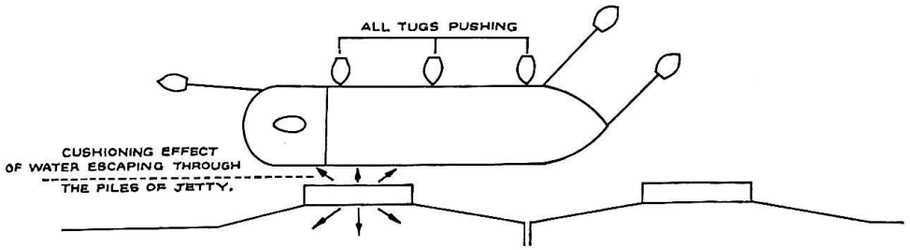


Fig. 3

The Development of An Hydraulic Pilot Lift

The issue at stake was the development of a picking up plant for persons or goods, especially for high board vessels, f.e. supertankers and large bulk carriers. The a.m. plant is first of all intended for lifting pilots on and from board.

Up to now it was common for the pilot to enter the deck by pilot's ladder, but since—because of bigger ships—with the increasing length of the ladder the danger is increasing simultaneously, the maximum length of such ladder must not exceed 9 m (30 ft.) according to the International Convention for Safety of Life at Sea, Reg. 17, Chapter V of 26th May, 1965. On bigger vessels (particularly in ballast) one now has to bring the gangway outboard and combine it with the pilot's ladder; as this operation is rather difficult, particularly in heavy weather, one is now trying to find improved and more suitable devices.

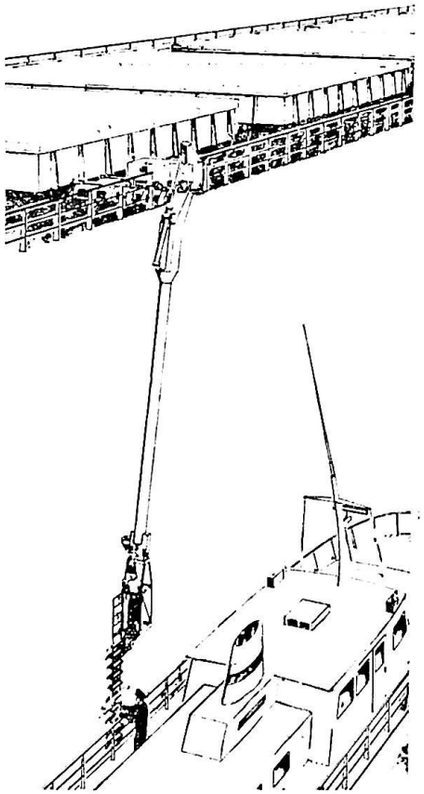
Constructions have been known, consisting of ladder-parts or baskets to be moved by ropes up and down along the outside of the shell. The disadvantages of such constructions are the various steel ropes, winding drums, winches etc. placed on deck, which are coming in constant contact with sea water and therefore require permanent maintenance. A further drawback is, that when the ship is rolling, the ladder parts or baskets periodically come off the hull and then hit it again with more or less violence.

Furthermore, the ladder parts can become dangerous, as the pilot has to hold on to the ladder whilst covering distances in height of up to 20 meters. In bad or cold weather this is an unreasonable demand. Welding seams, doublers, ice, fouling and other possible roughness on the outside can make it even more difficult for the pilot to hold on to the ladder.

With the Hydraulic Pilot Lift an equipment has been designed which is to be used mainly on larger vessels and which will mean best possible safety for the pilot. By a normal pilot's ladder of about 3-4 meters length he reaches the cage of the picking-up equipment and is then practically safely on board the vessel.

The picking-up plant has a manoeuvrable jib, mounted parallel to the ship's side, carrying a slewable cage which is always in an upright position. The jib is hinged to the upper bearing in such way that it cannot swing athwartships.

When picking up the pilot, the lifting equipment is handled from the cage by a crew-member by means of a weather-proof switch. However, it is also possible to operate the cage from deck. The presence of a crew-member in the cage during the picking-up has its advantages, especially in bad weather or fog, when a man in the lowered cage can assist in the communication between ship and pilot. And *Continued on page 7 column 1.*



The Hydraulic Lift in action

To the Editor

Sir,

The enthusiasm with which one examines the problems of reorganization is to a large extent motivated by continuous contact with the frustrations and injustices of the system already existing.

The unofficial Dock Strike at Preston is just one more important instance of how necessary it is for all sections of the Pilotage Service to ensure that in the likely event of a change in status there must be a clear guarantee that maximum security for pilots will prevail, in the shape of an earnings structure and conditions of service to measure up to the high responsibility and skill of their calling.

The results of the Strike, now in its 9th week, have brought about a temporary but complete collapse of the Preston Pilotage Service. The traffic has been diverted to other ports, the pilotage revenue in all forms has ceased and most of the pilots have been obliged to seek outside employment when and where it could be found.

Some assistance has been forthcoming from Trinity House to maintain Boarding and Landing expenses, in the form of a promise, without which, the Service could not meet its financial commitments.

The personal hardship arising from this sad state of affairs is shameful, expecially when it is understood that, through circumstances nothing whatsoever to do with the pilots, their earnings have abruptly ceased, thus reducing their annual income by several hundred pounds.

As already stated, this is just one of the serious problems that highlight the many things that are drastically wrong with the Profession under the present system. It could well be that unless there is more understanding of all points of view these wrongs will continue under any new order.

One gets the feeling that there is a growing number of those interested in Pilotage Reorganization who may be looking towards a salaried profession under a Central Pilotage Authority with a Common Purse to be the solution. This may well be the answer, but whether it is or not, many years of pilotage experience have convinced me that in the interests of the profession as a whole, first priority must be given to the following:—

(1). The Letch Report should no longer be regarded as a suitable document to be used as a guide line for the future and should be replaced by negotiating machinery more in keeping with a modern society.

(2). Those charged with the task of the Unification of Pilotage should ensure that it is welded into one unit in every sense of the word, fully recognizing the strength of the argument used between industry and those who serve it in this present day and age. The argument that persons following the same full time profession, vocation or trade and exercising the same skills must be accepted on equal terms in any earnings structure and under the same conditions of service enjoyed by their colleagues in whatever areas they may serve.

Yours faithfully,

E. N. Chambers.

October, 1969. (*Preston District*)

Continued from page 6 column 2.

even though the operation of the equipment is nearly foolproof, the crew is bound to be more familiar with it than the pilot.

Attention is drawn to the fact that utmost importance has been attached to all safety devices required by the authorities. For example, only one movement can be carried out at a time; the control panel is equipped with all necessary limit switches, so that the switching can only take place in chronological order. In case of a black-out lifting of the jib is possible by means of additional double-acting manual pumps. In case of failure in the hydraulic system free falling or dropping of the jib is impossible due to safety valves in the cylinder of the hydraulics. In such case the jib can be taken up by tackle block, operated from the deck, using the hoisting pad on the free side of the jib.

The picking-up equipment can be used for pilots as well as provisions etc. and also for crew, f.e. when the vessel is anchoring. If a number of people is to be picked up consecutively, it is not necessary to put the jib down on deck each time; the platform of the cage can be brought to deck level, thus ensuring an easy and safe disembarkation. An advantage is also the possibility of having further equipment like telephone, lamps, searchlights etc. on board the cage.

Retirement

CAPTAIN HOLT

Born in Southampton and with a grandfather and three uncles all Trinity House Pilots, Captain John Robert Pearce Holt piloted a similar career for himself.

Educated at King Edward Grammar School, Southampton, he was apprenticed to Messrs. Harris & Dixon and Canadian Pacific Shipping Companies in 1916, with whom he served until 1920. On obtaining his Second Mate's Certificate he served with the British Tanker Company, obtaining his Master's Foreign-going Certificate in 1924.

In June 1931 he was an inward sea pilot in the Isle of Wight District, where he served until transferring to the outward pilot service in March 1946.

From January 1935 he was Choice Pilot to the French Line with whom he served for 27 years. He piloted the *Normandie* on her maiden voyage in 1935 and also the *France* in January 1962.

In April 1956 the French Government awarded him the honour of the Order 'Mérite Maritime' in recognition of his services to French shipping.

At the close of the War in 1945 he was appointed to the Cunard Steamship Company when the *Queens* and other large liners returned to the port, and continued to be their Choice Pilot until his retirement.

With the entry of the *Q.E.2* on the North Atlantic service, he had the distinction of piloting his third famous ship on her maiden voyage during his 38 years as a Trinity House Pilot.

'Dual Carriageway' for Shipping

The motorway age has come to Clydeport in the shape of a dual carriageway and one-way traffic system, supported by adequate "parking" areas for vessels in the Firth.

The recommended channels, are approved by the Board of Trade and the Commissioners of Northern Lighthouses. They will be fully operational in early 1970.

Main vertebrae of the system is the Firth of Clyde Channel which will be the principal route into Clydeport from the sea. It will be two-way with a dividing line of buoys separating the traffic lanes. Very large tankers with cargo on board will use an incoming spur lane, the Skelmorlie Channel, which will be one way only.

Serving ships drawing more than 50 feet, it will be the route used by tankers going to the proposed Murco oil terminal at Wemyss Bay.

Large B.P. tankers bound for Finnart will also use this channel before rejoining the Firth of Clyde Channel off Dunoon en route to the Loch Long Channel.

Further upriver there is another intersection leading into the Ardmore Channel which serves the Gareloch. This will be an approach route to possible reclamation areas on the north bank.

The Kilcreggan Channel, for naval vessels only, serves as a feeder route between the Dockyard Ports of Gareloch and Loch Long.

A feature of all the channels is their natural depth—no dredging is necessary. They are recommended, not mandatory routes, but all vessels using them will have right of way within the meaning of the "narrow channel" rule.

The system has been devised to establish traffic separation and further reduce the risk of collision.

The system also incorporates a series of designated anchorage areas. One block of eight is located at the Tail of the Bank and another, of four, off the Kilcreggan shore.

For very large tankers, a further seven designated anchorages have been sited in the Lower Firth clear of the recommended channels, each with a 5,000-feet- diameter swinging circle. Thirty-one new buoys, propane gas lit mark the new channels. The Firth of Clyde Channel will be marked by 15-feet-high steel buoys fitted with radar reflectors and the remaining channels by 12-feet-high glass fibre buoys. The buoys will all be served by the Authority's lighthouse tender *Torch*.

The Skelmorlie Channel is the first to be marked. The Firth of Clyde Channel should be marked out by the end of 1969.

Folkestone Pilotage

The permanent withdrawal of the Trinity House Pilot Cutter stationed off Folkestone marked the end of an era of over a century of tradition and service to the mariner. Due to the introduction of the Trinity House scheme of shipping and landing pilots by fast launches based at Folkestone in place of the cruising cutter, the need for cutters in this area of the London Pilotage District no longer exists. The fast launches include two 40′, the "*Vedette*" and "*Valiant*" and the heavy weather 70′ "*Lodesman*", all of which are equipped with the latest navigational aids including radar, VHF radio-telephone and medium frequency sets.

The title of Cinque Ports Pilots, has been used for over 400 years since the service was first established. In 1526 Sir Edward Guldeford, Lord Warden of the Cinque Ports, set up by General Charter the Trinity House of the Cinque Ports Pilots, twelve years after the granting of the Charter of Incorporation to Trinity House, London, by Henry VIII which officially established a Pilotage Authority for the River Thames.

The Cinque Ports Pilots were controlled by the Ancient Court of Lodemanage and the Lord Wardens of the Cinque Ports until 1853, when by Act of Parliament control passed to Trinity House, London, who by this time had greatly increased its responsibilities in the field of aids to navigation and pilotage.

At the time of transfer, there were 126 Cinque Ports Pilots and 4 Pilot Cutters. Although Dover and Deal were the two main pilot stations, pilots were also stationed at Ramsgate and Margate. In 1893, the Deal Station was abolished and Dover took over as the control centre for the area. The first Superintendent of Cinque Ports Pilots, Captain J. W. Noble, R.N., Deputy Chairman of Dover Harbour Board, was Superintendent from 1953 until the date of his death in 1863.

The use of Cruising Cutters was first authorised by Act of Parliament in 1721, and a further act of 1803 directed the Cinque Ports Pilots to cruise between South Foreland and Dungeness.

Steam Pilot vessels were first introduced off Dungeness in 1890.

Originally Pilots were transferred from the Cruising Cutter to ship and vice versa, by "pulling" boats. Following successful trials in the Cowes, Isle of Wight district, motor boats were first introduced into the London District in 1934.

THE FINAL STAGE

Trinity House has ordered the construction of a £172,000 Pilot Station and Lookout at Folkestone, to conclude the third and final stage of the new pilotage scheme for improving service to shipping in the south-west approaches to the London Pilotage District.

The site chosen is close to the foreshore, to the west of Folkestone harbour, on land leased from British Railways.

It will be a permanent operational shore base for pilots and for the crews of the pilot launches working out of Folkestone, displacing the two caravans, used since the cruising pilot cutter was withdrawn at the beginning of 1969.

The new pilot station will have a 68-ft. tower with an operations room, cantilevered out on the top. The operations room will be constantly manned by a Trinity House Cinque Ports' duty pilot and will be equipped with VHF radio installation, radar, telex and telephones. Three floors round the base will house pilots' accommodation on the first and second floors, with 15 sleeping cabins. On the ground floor will be accommodation for the launch crews, stores etc. There will be a lift to all levels and air conditioning throughout.

The building should be finished by the late summer of 1970 and finalise the new scheme started on 1 April, 1967.

The Superintendent is still to be based at Dover with his administrative staff, with telex and telephone communications with the Folkestone lookout.

Telex communications will link the station with other main Pilotage Stations in the London Pilotage District, Gravesend (River and Channel Pilots) and Harwich (North Channel Pilots), and with the Head Office of the Pilotage Service at Trinity House, London.

Obituaries

CAPT. W. H. COOMBS

LIFETIME DEVOTED TO OFFICERS' WELFARE

Honorary Vice-President of U.K.P.A.

"But I am standing up" he used to say when he spoke at a function and his height, but not his stature, dropped when he got off his seat. And how he did 'stand up' to towering odds for all for which he fought throughout his lifetime.

A Honorary Vice-President of the U.K.P.A., he died at sea on 24th June, the "little father" of the Merchant Navy, Aged 75, Captain William Henry Coombs was a Younger Brother of Trinity House, a master mariner and barrister.

Before the 1939-45 war he started a virtual revolution in pay and conditions in the Merchant Navy. His greatest service to Merchant Navy officers was the starting of the Merchant Navy Officers Pension Fund in 1938, of which he was chairman for 10 years.

After the 1914-18 war he qualified as a master. While living in Shanghai he made a study of insurance and wondered why it was not possible for an officer to insure against a professional disaster which could ruin his career.

When he returned to England in 1921 he founded the Navigators and General Insurance Co., Ltd, and became increasingly concerned with officers' welfare.

In 1928 he founded the Officers' (Merchant Navy) Federation. He was convinced that trade unionism was the answer to many problems and in 1935 was a leading figure in the foundation of the Navigators & Engineer Officers' Union—later to become the Merchant Navy and Air Line Officers' Association.

In 1942 he went to sea again as a staff captain in the Blue Funnel liner *Priam;* later he brought ships round the coast with runner crews and after a spell ashore assisted with preparations for D-Day.

After the war he resumed his work of fostering good relations between ship's officers and furthering their interests at home and abroad. He was now the recognised spokesman on Merchant Navy affairs.

In 1947 he was made C.B.E. and was associated with a large number of bodies connected with shipping.

He was a member of the board of governors of H.M.S. *Conway* (where he had trained) and Southampton University Nautical College. He was also a member of the Honourable Company of Master Mariners, the Institute of Navigation, the Institute of Marine Engineers and the Royal Institution of Naval Architects.

In 1952 he was granted an honorary commission as captain in the Royal Naval Reserve.

CAPTAIN P. J. HANNAN

Forced by ill-health to retire in September 1965, after 30 years active service to shipping and to his colleagues, Captain P. J. Hannan, a former River Medway Pilot, became an active Retired Pilot and continued serving shipping and his colleagues until his death on 27 August.

He was appointed a nautical consultant to Gorthon Lines and to certain insurance companies. He was instrumental in the founding of the Trinity House Pilot Pensioners Association, of which he was the first chairman.

A staunch supporter of the United Kingdom Pilots' Association since the day he obtained his Pilot Licence, Captain Hannan was well known at Conference and regularly attended as a retired member until increasing deafness and ill-health finally forced him to limit some of his activities. Ever willing to give them his advice and the benefit of his experience were much valued by all who knew him.

His death is a sad loss to his many friends and colleagues on the River Medway and our sincere sympathies are extended to his widow and to his son and two daughters.

CAPTAIN J. P. YOUNG

Trinity House river pilot, Captain James Phillips Young died in October at Brook Hospital, Woolwich. He lived in Gravesend.

Born at Whitley Bay, Northumberland, he was educated at Newcastle Grammar School and went to sea as a cadet with the British

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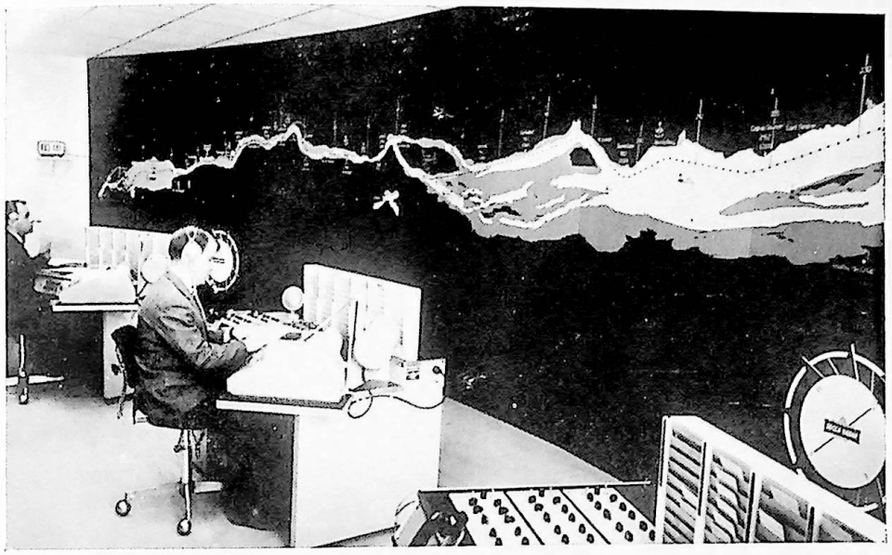

Marine controllers in a section of the Quebec operations room of the St. Lawrence computer assisted traffic control service, which was opened recently by the Canadian Minister of Transport. In this Decca system, the first marine application of air traffic control procedures, a computer is programmed with ship details via direct radio link and 24 reporting stations. The river is covered for 400 miles. Ships are indicated electronically on a 33 ft wall chart from which the traffic controllers—each in direct radio contact with ships in his sector—can take in the traffic situation at a glance.

Continued from page 10 *column* 2.

Tanker Co. which he left to join the Stephenson-Clark Line with whom he gained his master mariner's certificate.

He married in 1931 at Great St. James' Church, Londonderry, Northern Ireland, and six years later became a Trinity House pilot, stationed at Gravesend. During his service he became the choice pilot for Ocean Fleets Ltd. and was the only Gravesend-based pilot to be awarded the Coronation Medal for 8½ years' work as the pilots' representative at Trinity House.

He will be remembered for his friendliness. He was an Esperantist, beekeeper, gardener, lecturer on navigation and a keen golfer with the Mid-Kent club.

He leaves a widow, a daughter and a son, who is a helicopter pilot with the R.A.F.

MR. J. SALT

The death of Mr. James Salt ex Trinity Pilot of Polruan-by-Fowey aged 80 years on 9th May 1969 severs another link in the long line of family pilotage at Fowey. His forebears as pilots in the Fowey District date back to 1819 on Trinity House records. Serving as an apprentice with his father, he then went to sea in the *S/V E.S. Hocken* of Fowey. Mr. Salt served in Furnis Withey and Chellars ships, also as a Sub-Lieutenant in the Royal Navy during the first World War. He became a Fowey Pilot in 1919 and retired in 1952, seeing the decline and end of the sailing ship era. He had served on MH Coastguard Reporting Section for 20 years, for a time on the Parish Council, and for most of his service as a Sub-Commissioner. He leaves a widow and an only son Mr. R. Salt who has lived and worked in Nigeria for 18 years and is the Managing Director there of Casitons Press. Mrs. Salt hopes to be present at Buckingham Palace when her son receives the O.B.E. from H.M. the Queen in December 1969.

MASTER FINED FOR NOT USING A PILOT

Following a successful action brought by Trinity House, the master of the Danish motorship *Leon S.f*, 499 tons gross, was fined a total of £15 plus £14 17s. 6d. costs at Dover Magistrates Court on 7 August for offences committed under the Pilotage Act, 1913.

The master, who did not appear in court, was found guilty of failing to employ a Trinity House Cinque Ports pilot on Nov. 24 last year between Folkestone and Margate.

Local Secretaries

Aberdeen	H. Mackilligan	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan	A. Caldwell	8 Yarborough Place, Ardrossan, Ayrshire
Barrow-in-Furness	R. Moore	Windswept, 35 Roa Island, Barrow-in-Furness
Barry	J. Bennett	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast		c/o Harbour Master's Dept., The Harbour Office, Belfast 1
Boston	M. W. Harrison	1 Margaret Drive, Boston, Lincs.
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Lancaster	H. Gardner	Greystones, 128 Morecambe Road, Lancaster
Leith	L. M. Smith	64 Trinity Road, Edinburgh, 5
London:		
Cinque Ports	R. S. Percy	Trinity House Pilot Office, 15 Marine Court, Dover, Kent
Gravesend Channel	K. Y. Clow	21 Crown Green, Shorne, Gravesend, Kent
River	R. H. Sidley	Kinabalu, Oast Way, Hartley, Dartford, Kent.
Medway	T. G. Hannaford	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	K. C. Davis	9 Queen's Road, Dovercourt, Essex
Londonderry	C. M. O'Donnell	3 Oakfield Drive, Londonderry, N. Ireland
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Poole	E. S. Haines	Pilot Office, Town Quay, Poole, Dorset
Portsmouth	F. [illegible] Collins	Trinity, 57 Kent Road, Southsea, PO5 3EL
Port Talbot	E. [illegible] Hare	8 Bath Street, Port Talbot, Glam.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
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South Shields	T. A. Purvis	2 Parkside Crescent, Tynemouth, Northumberland
Sunderland	J. Patterson	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co. Durham
Taw and Torridge	V. W. Harris	22 Market Street, Appledore, N. Devon
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Trent	W. L. Smedley	10 Skelton Avenue, Bricknell Avenue, Hull, Yorks.
Wisbech	T. Harris	3 Baxter Close, Wisbech, Cambs.
Workington	M. Ditchburn	68 Loop Road North, Whitehaven, Cumberland
Yarmouth	G. M. Logie	71 Marine Parade, Gorleston-on-Sea, Norfolk

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