



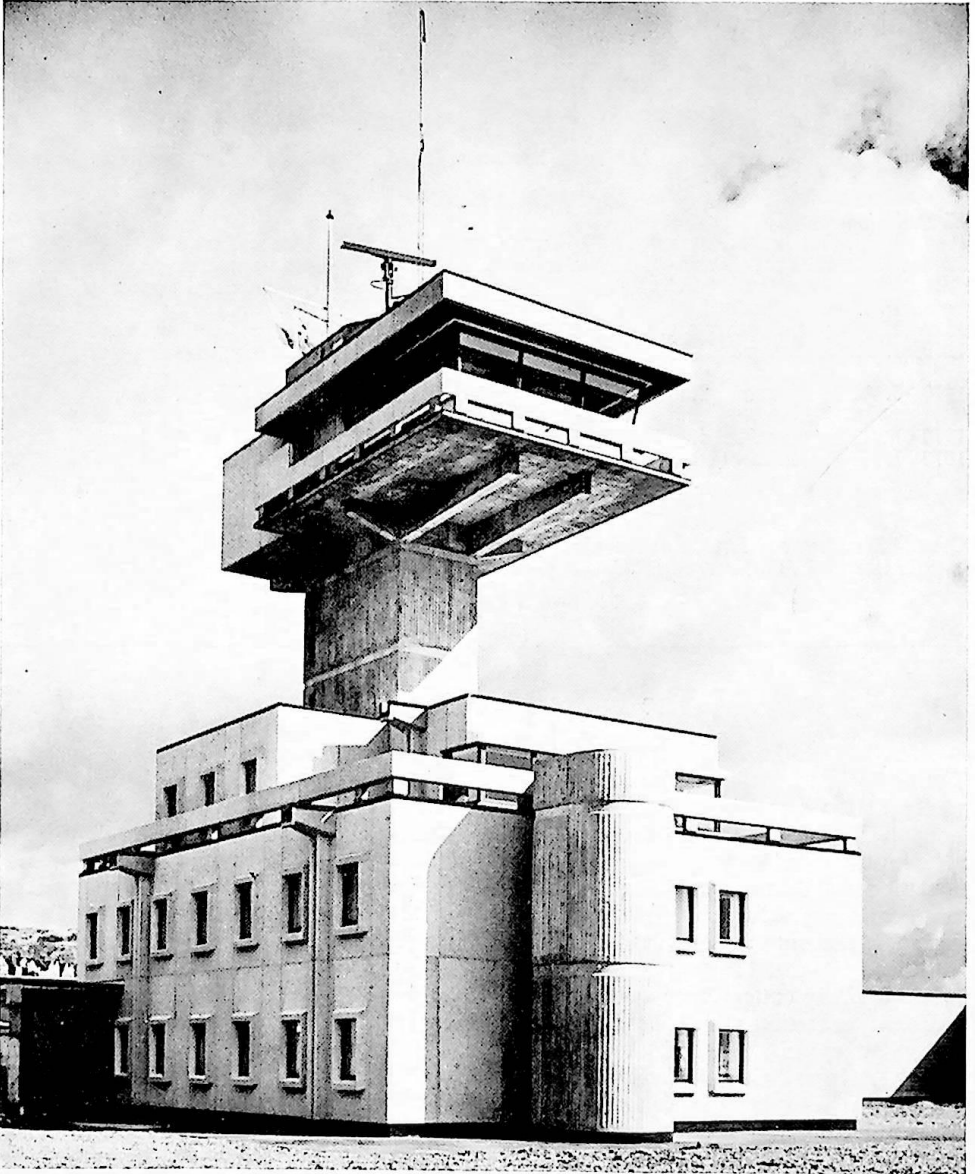
# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association

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## FOLKESTONE PILOT STATION OPENED



The opening by Mr. J. H. Kirby, President of the Chamber of Shipping of the United Kingdom, of the new Folkestone Pilot Station on 30th March, 1971, marks the culmination of 4 years' intensive work to improve the efficiency and productivity of the Cinque Ports, Channel and Medway Pilots. It is designed to meet and anticipate the needs of the shipping it serves.

## UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W.8

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Editor of "The Pilot"—DAVID COLVER

## The Folkestone Pilot Station

The new station costing around £250,000, stands at the south western limit of the London Pilotage District. It completely replaces the cruising cutter which used to be stationed at Dungeness. This cutter acted as a floating hotel for inward pilots awaiting a 'job' and outward pilots waiting to be landed.

The cruising cutters were expensive to maintain on station and to keep supplied with pilots especially in bad weather conditions. A large number of pilots had to remain on hand in case ships requiring their services arrived unannounced without giving prior notification of their E.T.A. This led to a great deal of unproductive time, waiting in the Cutter. The new station will enable the pilots to be called from their homes shortly before they are required.

An integral part of the scheme was the introduction of fast launches to enable the

pilot to be shipped to his 'job' speedily. A new class of 20 knot 40' launches each costing about £25,000, was developed for this purpose, a design which has now been copied by many other countries. The first of these 'V Class' launches "VEDETTE" was brought into service on 1st April, 1967 and there are now 12 in use at various Trinity House Stations, with another under construction and a further one on order.

To cope with the very worst weather conditions, the special 12 knot 70' craft "LODESMAN" was designed. Under normal conditions the Folkestone station has one craft on duty with two others in reserve.

Channel Pilots bringing ships outward bound from London, and Medway Pilots who bring them from the Isle of Grain and other places in the Medway, are also landed at Folkestone by the fast launches.

The operations room with its surveillance radars and latest V.H.F. and M.F. communications equipment, is the nerve centre of the station. From here the Duty Pilot and his assistant keep continuous watch on shipping movements. His duties include the maintenance of a two-way flow of information with ships in the area. He controls the shipping and landing of pilots in the Margate/N.E. Spit area as well as Folkestone, regulates the movements of the pilot launches and calls out the pilots next in turn for duty, as required.

A number of cabins are provided in the new building both for pilots anticipating a turn of duty during the night, and for those landing in the small hours from outward bound ships. Cabins are also available for the officers and crews of the launches.

Other amenities include a Pilots' Lounge, and Messrooms equipped with hot air convactor ovens which enable frozen meals to be prepared for eating in a few minutes.

The new Folkestone Station maintains the long Trinity House tradition of service to the mariner and is designed to meet the challenge of modern shipping.

#### Technical Note

The Pilot Station is sited on the beach a short distance above high water mark. The beach levels are constantly changing as pebbles build up or are washed away and in this very exposed situation sea water may be thrown over the lower part of the building. Therefore, considerations of stability and watertightness were fundamental to the design.

The Structural Engineers were concerned with the possibility of scour due to wave action, but the hardness of the sand and gravel in the lower levels, disclosed by trial borings, made it impracticable to use piles and it was decided to carry out the construction in open cut with the foundations formed at the natural incline of the shingle, thus providing a basement and foundation similar in shape to a boat hull. The cells of the foundation structure provide accommodation for air-conditioning equipment, electrical plant, lift motor room and storage.

Pre-cast concrete wall panels could have carried the load of the building in themselves, but because of the need to prevent

penetration of rain and sea water, panels backed with insitu concrete, as the load carrying material, were used. The tower housing the main staircase, lift and service ducts rises through the whole height of the building from the foundation slab and has the Operation Room cantilevered out at the top of it. A feature of the construction is the board-marked finish of the tower contrasting with the Portuguese quartz panels which clad most of the exterior.

The panels are composed of a 6,000 lb./sq. in. mix concrete reinforced with mesh. The insitu concrete is 4,000 lb. or 4,500 lb./sq. in. mix with  $\frac{3}{4}$ " aggregate using ordinary Portland cement above ground level with mild steel rod reinforcement in walls and high yield reinforcement in slabs and beams. The foundation concrete, using sulphate resisting cement, was cast in large bays with crack inducers with Serviseal water bars on the outside face; at high tide the basement floor may be as much as four feet below the level of the sea. Both the main staircase and the secondary escape staircase have precast treads in a spiral on a central core. The foundation design pressure is 1 ton per sq. ft. and the wind speed was taken as 46m/sec. with a 2-second gust.

The downpipes provided to deal with normal volumes of rainwater are augmented by gargoyles designed to discharge away from the walls excessive quantities of rain or sea water falling on the building under storm conditions.

Because of the very exposed situation the building is fully air-conditioned, the water required to cool the chiller unit being drawn from a well sunk into the beach. None of the windows open and they are protected against rain and sea water by projecting hooded surrounds; at the lower levels the glass is  $\frac{3}{4}$ " thick in order to minimise the risk of breakage due to pebbles being thrown up by waves. The windows of the Operations Room have electrically operated washers and wipers with heating elements in the glass to prevent icing-up.

In order to guard against the radar, radio and other vital services being put out of action by failure of the mains electricity supply an emergency generator is provided to come into operation automatically in such an event. As a further precaution supplementary lights powered by nickel

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## INTERNATIONAL DEEP SEA PILOTAGE

### For the English Channel, Dover Strait and Southern North Sea

For some time now the UKPA has been pressing the British Government to accept the principle of compulsory pilotage in the English Channel, Dover Strait and Southern North Sea.

A delegation from the UKPA led by the President, The Rt. Hon. James Callaghan, M.P., met the Secretary of State for Trade and Industry, Mr. John Davies in February this year to discuss the Association's detailed proposals for preventing collisions in the English Channel. The Secretary of State agreed that there was a serious problem and acknowledged his concern. He said that the British Government was seeking agreement on enforcement of routing in the area through IMCO, and was considering, with other countries, possible forms of policing the system. They had not considered introducing compulsory pilotage.

The UKPA does not accept that the Government's proposals would be entirely effective as they do not go far enough. They believe that the only immediate solution to this serious problem, which primarily affects this country, is to regularise the system of compulsory pilotage in the English Channel.

As a Member Country of IMPA, the UKPA representative submitted a paper on "Compulsory Pilotage in the English Channel and Southern North Sea" to the First International Conference held in Amsterdam on 12th May, 1971. The Conference accepted the principle of pilotage in international waters, where safety dictates that there is a need for compulsory pilotage.

The International Association invited the European Maritime Pilots' Association to consider, in the first instance, whether or not a Compulsory Pilotage Service should be introduced in the English Channel, Dover Strait and Southern North Sea and, secondly, to work out the details of how a pilotage service should be organised and implemented in these waters. The following memorandum embodies the recommendations of the Channel Sub-Committee of EMPA composed of representatives from Belgium, France, Germany, the Netherlands and the United Kingdom.

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### Memorandum

#### Introduction

Until recently, and except for very limited areas, such as those immediately adjacent to coast lines, or enclosed within port limits and subject to port authority regulations, the high seas have been traditionally free for all to sail as and how they please, unhindered and unrestricted, except for internationally-agreed rules for the prevention of collision and the demands of safe navigation to avoid strandings. Even though the relative size and speed of ships was such as to allow ample time and space for freedom to manoeuvre, nevertheless

collisions and strandings did occur, although it might be said the consequential loss or damage was comparatively limited.

Rapid advances in technological development in the last decade or so, combined with changes in transport economics and national ideologies, have brought about dramatic changes in the sea transport industry—both in the size and speed of vessels and in the nature of the cargoes they carry. Inevitably, the risk and the seriousness of accidents have increased proportionately and, in some cases, the effects of accidents have become intolerable.

Coincident with these changes in the

shipping industry have been changes in the public attitude towards the needs and ambitions of individuals in relation to the need for protection of the community as a whole. This is reflected in the shipping world by the recognition of the need for toleration and precedence being given to those vessels restricted in their movements, either by lack of space or time.

There is, however, also a growing awareness of the need for the protection of the community and their environment from the consequences of actions of too ambitious individuals, of too great a reduction in safety margins, or of too great a demand on the resources and stamina of men. It is being generally demanded that large-scale pollution and widespread damage shall not be the price to pay for the economy of large-scale transportation. In this respect a department of the British Government has recently considered it necessary to issue a warning notice, drawing the attention of shipowners and others to the fact that the size of some present-day ships and the draught at which they operate, mean that mariners are being asked to navigate to tolerances and margins of safety which the information and aids available to them are not accurate enough to allow.

Pilots are, perhaps, uniquely placed to be able to give unprejudiced opinion on the changes that have and are now taking place in the Merchant Navies of the world and, for some years, have been expressing their concern and warning of the consequences of what appears to them to be a continual reduction in manning standards, increasing use and reliance upon automation and a

constant erosion of safety margins—especially when vessels are navigated in restricted areas of high traffic density.

In 1961 the Institutes of Navigation in Great Britain and France, with the Deutsche Gesellschaft für Ortung und Navigation, formed a representative Working Group to go into the question of regulating traffic in converging areas at sea, with particular reference to the Dover Strait. The Group's report was forwarded to the Maritime Safety Committee of IMCO and this Committee decided, in April 1964, to accept the recommendations which finally came into effect on 1st June 1967.

The principle of traffic routing and separation was later adopted or recommended for other areas of high traffic density or converging routes but these, as well as those in the Dover Strait, were only recommended routes and only voluntarily adhered to by vessels belonging to Member Nations of IMCO.

In May 1971 the Maritime Safety Committee of IMCO accepted British Government proposals to extend and modify routes in the English Channel and make them mandatory.

The International Maritime Pilots' Association, meeting in Amsterdam in May 1971, considered the particular problem of safety of navigation in the English Channel and Southern North Sea and the proposals for monitoring and policing the extended, mandatory routing scheme. They concluded that the most effective method of control, to ensure compliance with the routes and to reduce the incidence of acci-

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cadmium cells are provided in strategic positions; these are continuously charged by the mains and switch on automatically if a power failure occurs.

Many of the internal wall surfaces are lined with a plastic laminate to minimise future maintenance. Suspended acoustic ceilings conceal the large amount of air-conditioning ductwork. The floors of the Operation Room and Pilots' Lounge are carpeted; elsewhere the floors are generally finished with cork or vinyl tiles.

The building is the product of teamwork by the professional advisers acting on the instructions of Trinity House, Drivers Jonas, Chartered Surveyors & Planning Consultants, having overall responsibility and the architectural design being prepared by John Hill, Dip. Arch., A.R.I.B.A., working in association with them.

The structural concrete work was designed by Andrews, Kent & Stone, Consulting Engineers. The Services Consultant is Mr. David G. Winslow and the Chartered Quantity Surveyors are G. D. Walford & Partners.

dent in the area, would be to introduce compulsory pilotage for the area from the Western Entrance to the Channel to the Skaw.

As the problem was of particular concern to the European countries bordering the Channel and Southern North Sea, the International Maritime Pilots' Association recommended the European Maritime Pilots' Association to make detailed proposals for an International Deep-Sea Pilotage Service for the area and to forward their proposals to IMCO and their respective Governments.

Representatives of pilots licensed by the pilotage authorities of Belgium, France, Germany, the Netherlands and the United Kingdom examined the problem in detail and make the following observations and proposals.

### Observations

The problems arising from the dramatic changes that have taken place in the shipping industry and the Merchant Navies of the world have been high-lighted by the tragic maritime disasters that have occurred in the English Channel during the past few months and it has been widely accepted that the consequences of marine disasters can no longer be regarded as either local or limited. They are now recognised as concerning and affecting, either directly or indirectly, large numbers of people over wide areas and in many ways—including pure financial loss, pollution of the environment, direct damage and loss of amenity.

The peoples bordering the English Channel, Dover Strait and Southern North Sea have particular cause for concern, as these waters are possibly the most congested waters of the world, with around 800 ships of all sizes, carrying every kind of cargo, daily passing through the area and bound for the great ports of Northern Europe, Scandinavia and the industrial East Coast ports of Great Britain.

The greatly increased size of many categories of ships and the increased speeds at which they operate has reduced their freedom to manoeuvre in the shallow and restricted waters and increased the congestion in the deeper channels, bringing a corresponding increase in risk of collision and stranding.

It is accepted that the principle of traffic separation and routeing has contributed to the safety of shipping and helped to reduce the incidence of accidents but it has not been entirely successful or effective and is not likely to become so, unless and until there is a reasonable assurance of compliance and an effective method of control.

Two possible means of ensuring compliance are:

- (a) By radar surveillance and policing by means of helicopter and surface craft with subsequent sanctions imposed on those who do not comply.
- (b) By the introduction of Compulsory Pilotage and the use of Pilots to police the routes.

To put the first of these two alternatives into effect and to achieve maximum safety and freedom from accident would require:

- (a) Radar Stations to be manned by trained radar navigators, well-versed in the International Rules for Prevention of Collision at Sea and experienced in the manoeuvring and handling of vessels in close quarter situations.
- (b) Vessels navigating in the area of control to rely, accept and act upon instructions from the shore-based operator.
- (c) The entire area to be effectively policed.

The most casual examination of the above three requirements reveals the formidable obstacles to their success.

To recruit and adequately train a sufficient number of radar navigators would take a considerable time. Even if they were recruited from among the senior navigating officers of the Merchant Navies, it is unlikely that more than a few would have the requisite experience of close-quarter ship-handling. It might, therefore, be concluded that pilots operating in the estuaries and coastal waters of the area would be the most qualified to train for this operation. Indeed, an example can be found in the manning by pilots of the shore-based radar control-stations along the banks of the rivers Elbe and Weser, where considerable success in the reduction of accidents has been achieved.

The problems involved in attempting to fulfil the second requirements are even more formidable.

- (a) There is the immediate problem of language and the positive aggravation of dangerous situations that could arise as the result of misunderstanding or misinterpretation.
- (b) As the surveillance radar presently available is not capable of high definition or separation of echoes of distant targets in close proximity to each other, there is the need for a reliable and positive means of ship/echo identification. To attempt to identify by deliberate exaggerated manoeuvre under those circumstances, when identification is most necessary, i.e. in times of reduced visibility and high traffic density, is likely in itself to be the cause of disaster.
- (c) There is the further problem of responsibility and liability. If the Master is to remain responsible for the safe conduct and navigation of his vessel, he will tend to disregard the advice or instructions he receives from shore-based operators and, in close-quarter situations, rely upon his own judgment, skill and initiative. He will thus negate the basic principle of control fundamental to the operation of the scheme.

The third requirement—an effective policing of the area is also likely to be extremely difficult, even if not impossible to achieve, if reliance is to be placed solely upon helicopter air survey and surface patrol craft. The time of greatest need for strict compliance with the routeing system, for 'lane discipline' and reliance upon guidance from the shore radar-surveillance stations, is during those periods of reduced visibility and heavy traffic concentrations. These are the circumstances which themselves make compliance most difficult. Reduced visibility makes precision navigation more difficult, exact position-finding more difficult to determine and the possibility of unintentionally straying from the route more likely. As the policing vessels themselves are restricted by the conditions and subject to the same international rules governing speed and requirements for prudent seamanship, their efforts to obtain positive identification and control will be severely hampered.

After careful consideration of these and many other aspects of the problems involved and the many suggestions that have been offered to improve safety of navigation in the Channel and North Sea, the European Maritime Pilots are convinced the answer lies in mandatory routeing of vessels enforced by means of compulsory pilotage supported by a comprehensive radar surveillance and information service and an efficient ship-to-ship and ship-to-shore communications system.

Although mandatory routeing and compulsory pilotage on their own would have a limited success in reducing accidents, they cannot be a complete answer. This is only likely to be achieved by the combination as outlined in paragraph 22 of the Proposal set out below and should be given serious consideration for early implementation by the Governments concerned.

To introduce a system of compulsory pilotage it will be necessary to consider first the physical characteristics of the area, the particular needs of the ports and districts to be served and the location of the pilot boarding and landing stations.

The siting of pilot stations must take into account the traffic routes and the need to avoid the undesirable practice of embarking or disembarking pilots in areas of high traffic density or of crossing over from one route for the sole purpose of embarking a pilot. These criteria point to Lyme Bay on the English coast and Baie de la Seine on the French coast as being the most suitable points at the western limit of the district. Each bay offers deep water and space to manoeuvre, is free from obstruction and sheltered from the prevailing weather, is clear from the traffic routes and yet requires minimum deviation from the routes. The adjacent ports of Brixham and Cherbourg have good access and communications and would serve ideally as bases for boarding and landing launches and helicopters.

Embarkation and disembarkation of pilots at the eastern limits of the district would be at the port of arrival or departure or at the Skaw and would need no additional service to those already in existence.

A particular problem that is causing increasing concern, particularly to the very large vessels and express container ships, is the frequency of suspension of pilot services in continental ports, due to severe

weather conditions. The prevailing westerly weather presents few problems to boarding and landing pilots in the sheltered waters of Britain. But this is not the case for the major North European Ports, the approaches to which are situated on a shallow and exposed coast.

Apart from the considerable cost of delay to the very large vessels and those running to strict economic schedules and the far-reaching effects of disruption to the flow of large quantities of goods and raw materials to the industrial complexes, there is considerable risk of danger and accident as the restricted approaches become more and more congested with shipping awaiting resumption of the pilot service. It is not unusual for upwards of 100 vessels to be delayed off the Hook of Holland during bad weather and it needs little imagination to realise the potential dangers in such a situation.

To obviate this danger, the European Maritime Pilots' Association considers the proposed International Deep Sea Pilotage Service should incorporate and regularise what has already become a widely used and increasingly accepted practice of sending continental pilots to distant boarding points. So that, for example, a pilot from Rotterdam or the River Scheldt might be sent to Brixham to board a vessel bound for his port and to be on board, ready to assume duty at the entrance to his port, without having to risk delay either from weather or shortage of pilots and congestion at the time of his arrival.

It must be appreciated that the stresses involved in the precision navigation required for the very large vessels, with their very limited freedom to depart from the deepest available waters are too great for one man to sustain over long periods, despite the increasing use of automation, the development of aids to navigation and the fact that pilots are experienced in the work and accustomed to long periods of concentration. It is also recognised that efficiency is impaired by long spells of unrelieved duty and, in those cases when a vessel is to make a long passage through the district, it is recommended that two pilots should be employed. For the reasons outlined in the previous paragraph, one of the two pilots engaged when a vessel is bound to or from a Continental port should be a pilot from that port or district.

The comprehensive service envisaged, covering, as it does, pilotage, surveillance and information services, with all the ancillary services and equipment needed to operate efficiently, will require a reliable source of finance to sustain it. It is suggested that a levy on all vessels navigating within the district, collected in a manner similar to the way in which light dues are collected at the present time, would be the simplest and most expedient way to raise the necessary income.

It is, of course, recognised that it will not be possible to implement a full, comprehensive Channel Pilotage Radar Surveillance and Information Service within a few months. A start can, however, be made with the compulsory pilotage of certain categories of vessels such as those most potentially dangerous, either by reason of their size or the hazardous nature of their cargo and those vessels requiring preferential treatment for urgent economic reasons.

It is further recognised that the service will add to the costs of the shipping industry and of the goods transported. However, these additional costs will be offset by the savings arising from fewer accidents, less repair bills and reduced compensation for damage. The balance will need to be accepted as the price to pay by the people who demand the high standards of living and the benefits modern technology, science and economics can bring and, at the same time, require and have the right to live protected and free from harm and nuisance.

The European Maritime Pilots' Association submit the following proposal for a Pilotage Service for the English Channel, Dover Strait and Southern North Sea for consideration by IMCO and the Governments of Belgium, France, Germany, the Netherlands and the United Kingdom and urge them to take such steps as will lead to early adoption and implementation of the service.

### PROPOSAL

A proposed form of an International Deep Sea Pilotage Service for the English Channel, Dover Strait and Southern North Sea is:

(1) The service shall operate in the

waters between a line drawn between Ushant and the Scilly Isles in the West and the Skaw in the East, not covered by existing pilotage legislation.

- (2) In the context of this proposal: The words "the Authority" shall mean the Authority set up jointly and by agreement amongst the Governments of Belgium, France, Germany, the Netherlands and the United Kingdom, having responsibility for the area defined in (1) above. The words "the district" shall mean the waters as defined in (1) above. The word "vessel" shall mean all sea-going commercial craft over 50 tons gross register, except harbour craft and free-running tugs making short coastal passages, pleasure craft and fishing vessels. The word "pilot" shall mean a pilot licensed by the Authority. The words "the service" shall mean the service operated by the Authority for pilotage within the district. The word "certificate" shall mean a certificate issued by the Authority authorising a Master or Navigating Officer of a vessel to pilot that vessel within the district.
- (3) The Authority shall have a Board composed of two representatives from each participating country, one of whom shall be an active pilot.
- (4) The Authority shall be empowered to make and shall be responsible for all legislation required for the purpose of pilotage, control and the safe conduct of shipping within the limits of the district.
- (5) The Authority shall establish, maintain and operate shore-based radar surveillance and monitoring stations and shall establish, maintain and operate a Central Information Centre for the purpose of collecting and disseminating all information and data necessary for—and relevant to—safe navigation and all vessels navigating within the district shall be fitted with means for communication by V.H.F. Radio and shall keep a constant radio watch on the required frequencies.

- (6) All vessels navigating within the district shall be under the control of, or navigated by, a person duly authorised or licensed by the Authority and no other person shall have control of, or navigate, a vessel within the district.
- (7) Pilots for the service shall be recruited from among qualified pilots licensed by the pilotage authorities of the participating countries.
- (8) The Authority shall have the power to exempt certain vessels from employing pilots specifically but such vessels shall be under the command of a person who holds a current certificate and having at least one other officer aboard, preferably the senior navigating officer next in command, holding a current certificate.
- (9) Notwithstanding the provisions of (8) above, the following categories of vessels shall not be exempted from engaging pilots specifically:
1. Vessels in excess of 100,000 D.W.T.
  2. Vessels in excess of 40 feet draught.
  3. Very large Crude Oil Carriers.
  4. Very large Bulk Ore Carriers.
  5. High Speed Container Vessels.
  6. Liquid Natural Gas Carriers.
  7. Chemical Carriers.
  8. All vessels carrying dangerous or noxious cargoes as defined by IMCO.
- (10) All vessels requiring the services of a pilot shall give the required notice to the Authority of their expected time of arrival at the limit of the district or pilot embarkation point, or their expected time of departure from port.
- (11) All vessels entering the district shall advise the Authority, and give details of their position, size, draught, course and average speed, destination and nature of cargo and shall thereafter and until leaving the district give any relevant information required by the Authority.
- (12) All vessels navigating in the district shall keep to the prescribed traffic lanes and routes.

- (13) The Authority shall make regular broadcast transmissions of relevant information for safe navigation and shall on request by any vessel navigating in the district give such relevant information as may be required for safe navigation.
- (14) All vessels subject to compulsory pilotage and employing the services of pilots shall, when making a long passage within the district, employ two pilots and, if bound to or from a continental port or district, one of the two pilots engaged shall be a pilot from that port or district.
- (15) Although the Authority shall have the power to direct vessels to use the recognised traffic routes and lanes, navigation within the district shall be in accordance with the requirements of prudent seamanship and the International Rules for the Prevention of Collision at Sea and every vessel shall take such action as will best contribute to the safety of life and property.
- (16) Pilots on duty within the district shall report vessels not complying with traffic routes or those polluting the seas.
- (17) The Authority shall have the power to define minimum standards of equipment and aids to navigation and any pilot boarding a vessel and finding the equipment to be below that standard shall have the right to take such action as may be necessary in order that the equipment may be installed, replaced or repaired to his satisfaction before the vessel is allowed to proceed on passage.
- (18) The Authority shall have the right to supply an additional pilot to any vessel which is officered below the standard laid down by the Authority.
- (19) All vessels navigating within the district shall contribute to the maintenance of the service in such manner as may be determined by the Authority.
- (20) The Headquarters and Operational Centre of the Authority shall be in England and all business, legislation, communications and instructions shall be in the English language.
- (21) All pilots entering the service shall enter into a Bond for a prescribed sum and no pilot shall be liable for neglect or want of skill beyond the limit of such Bond.
- (22) The Authority shall be responsible for maintaining the efficient organisation of the service including:
- The provision of shore establishments and the means of embarking and disembarking pilots.
  - The scale of dues, charges and fees and the means of collection.
  - The disbursement of emoluments and expenses.
  - The regulation of duties and the terms and conditions of service of pilots and other personnel.
  - Determining the qualifications, standards and training required of pilots for the service and examining for fitness, aptitude and ability candidates for the service.
  - Providing for the good government of pilots and personnel in the service of the Authority.
  - Defining the duties of pilots and other personnel in the execution of their duties.
  - Defining the duties of Shipmasters and others in relation to the employment of pilots.
  - Providing for the imposition of fines and penalties for the evasion of pilotage or the use of unqualified persons as pilots.

CAPTAIN COLIN RHODES,  
*Chairman,  
 Channel Pilotage Sub-Committee,  
 European Maritime Pilots' Association,  
 July 1971.*

## UKPA joins IMPA

As a Member Country of IMPA, the UKPA represented British Pilots at the First International Conference of maritime pilots held in Amsterdam, Holland, on 12th May, 1971. The following Officers were elected for a term of three years:

### Hon. President

The Rt. Hon. James Callaghan, P.C., M.P.

### President

Captain H. Petersen (West Germany)

### Senior Vice-President

Captain E. A. Clothier (U.S.A.)

### Vice-Presidents

Captain J. Nihei (Japan)

Captain A. de Vries (Netherlands)

Captain R. Genova (Spain)

Captain A. Bagge (Sweden)

Captain C. A. Rhodes (United Kingdom)

Of the 26 countries that have joined the International Association, 16 were represented at the Conference in Amsterdam.

To mark the occasion of the first General Meeting of IMPA, a luncheon was held at the Grand Hotel Krasnapolsky, Amsterdam, attended by the Director-General of Netherlands Pilotage, Rear-Admiral G. van der Graaf.

## Coastlines

### New Secretary for Trinity House

The Corporation of Trinity House appointed Mr. Laurence Neville Potter as Secretary of the Corporation on 1st January 1971.

Mr. Potter was born in Barnsley, Yorkshire, in 1923 and educated at Harrow County School. Following war service with the Royal Navy in the North Sea and North Atlantic, he entered Trinity House Service in 1947 as an Executive Officer. He has been engaged mainly on work in connection with the Corporation's functions as a General Lighthouse Authority and has held the post of Chief Staff Officer since 1965.

Mr. Potter who is married, lives at "Coping", Grange Road, Crawley Down, Sussex.

### Members

We record with deep regret the death of BERNARD C. WEBB who died on 27th June 1971, aged 96. He was former Honorary Vice-President of the Association and for 38 years was a Clyde pilot.

Also a Clyde pilot, for 31 years, PETER THOMSON retired on 2nd July of this

year. Previously Choice Inward Pilot for Clan Line, on his transfer to Glasgow he was appointed Choice Pilot for John Browns, shipbuilders. His last major trial was of the QE2.

### Editor's Footnote

At Volume 47, the pilotage has changed but the traditions will be retained. With a lifelong respect for the silent service, its arduous conditions, devotion to safety and high professional standards, I welcome the opportunity to produce *The Pilot*.

A journal such as this must do more than keep the membership informed at regular intervals; it needs to play a part in creating coherence amongst a specialist and unique group who are not only geographically dispersed but who can often suffer a sense of isolation in the course of a busy day's work. The Pilot must not merely be kept alive, it needs to *be* alive. To achieve this calls for frequent help from members. Notes, jottings, bits of news of interest to fellow pilots will be moulded into a regular feature on this page. If you will drop me a line from wherever you are, you can rely on *Coastlines* making good reading.

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