



THE PILOT

The official organ
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Kingdom Pilots'
Association

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THE AWKWARD ONE

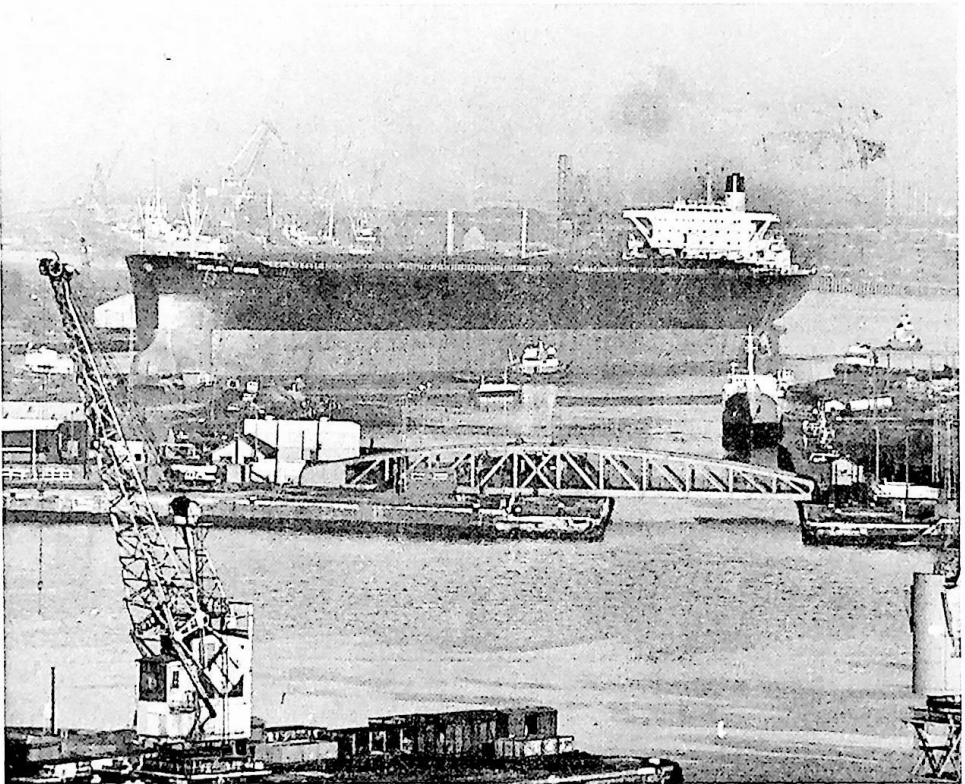


Photo by kind permission of the North Eastern Evening Gazette.

Leaving Swan Hunter's Haverton Hill Shipyard for trials, the OBO *English Bridge* was moved five miles, stern first, down the River Tees through a channel 450 feet wide before swinging head to sea in the turning circle.

168,000 dwt, 960 feet overall and 148 feet beam, the *English Bridge* is third in a series ordered by British owners from this yard.

Tees Pilot C G Robinson, with S V *Edge* assisting, enjoyed a height of eye on the bridge of 120 feet.

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W.8

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SAFETY IN BRITISH PORTS

A Resume of part of the Conference of the
Maritime Law Committee
of the Society of Conservative Lawyers,
at the Law Society's Hall, London,
28th and 29th September 1972

Introduction

Included amongst the participants were representatives from UKPA, the Chamber of Shipping, Trinity House and a number of Ports.

The Conference began by Mr Derek Hene introducing Mr Edward Gardner QC, MP, the vice-Chairman of the Society of Conservative Lawyers. Mr Gardner emphasised the non-political nature of the Conference. It was obviously their desire to identify the main stream of thought and he hoped that they would find a measure of common consensus to minimise the difficulties for getting relevant legislation through the House of Commons. There seemed to be general public appreciation of the dangers inherent in continuing in the

present situation. Something clearly had to be done by experts and those who were present in the Hall of the Law Society were surely experts. He then concluded by expressing the wish that the Conference would be fully successful.

Under the heading of "Legislation Recommendations", the third Session of the Conference dealt firstly with Traffic Control and secondly with Compulsory Pilotage.

Traffic Control

Mr Derek Hene opened by suggesting a number of possible legislative items for inclusion in a "Port Traffic Bill". This, he said, might be quite short, some six or seven clauses or so and tentatively along the following lines.

Port Traffic Bill 1972 (Draft)

1. Within a period of 6 months from the coming into force of this Act, every Port Authority in England and Wales shall either submit to the Minister draft Traffic Regulations to regulate shipping within its jurisdiction, or an application for exemption to submit and implement such a Plan, stating the reasons for such exemption.

2. Such draft Traffic Regulations shall incorporate the following essential provisions:

- (a) A provision making it obligatory for every vessel (over 50 tons) when entering that Port to carry electronic equipment in working order, to enable the person in charge to communicate with the Port Authority.
- (b) A provision requiring the person in charge to communicate with the Port Authority prior to entering the Port, in a prescribed manner.
- (c) A provision enabling the Port Authority to refuse entry to a

vessel not provided with such equipment, or otherwise not complying with the Port Regulations.

(d) A provision enabling the Port Authority to supply such a vessel with the prescribed electronic equipment or other essential equipment, at fixed charges.

(e) A provision requiring every vessel (over 50 tons) prior to entering such Port,

(i) to communicate its ETA to the Port Authority and to other prescribed bodies within the Port Authority's jurisdiction at certain prescribed times prior to its estimated arrival at the Port.

(ii) to communicate to prescribed persons prescribed details of cargo and goods carried in that vessel.

(iii) to communicate in prescribed detail a declaration as to the functioning of

certain prescribed electronic and other equipment in that vessel.

- (f) A provision enabling the Port Authority
- (i) to direct the progress, course, speed and destination of all vessels within its jurisdiction if circumstances so require it. If possible any such direction to a vessel shall briefly state the reason for such direction.
 - (ii) to inform and advise any vessel within its jurisdiction as to relevant navigational situations and circumstances concerning such vessel, and
 - (iii) to define the extent of its responsibility towards a vessel within its jurisdiction in connection with such directions, advice and information.
3. Every Port Authority not exempted (cl.1) shall make provision for
- (a) the establishment of a Port Traffic Board, including among its members at least two Pilots with experience of navigation within that Port,
 - (b) the installation of prescribed equipment essential to implement such Traffic Regulations, and
 - (c) the notification of a Traffic Plan for a relevant period to prescribed persons.
4. Every such Port Authority shall forthwith make provision for the compulsory indication of prescribed dangerous cargoes on every vessel entering its jurisdiction, in a prescribed form and manner.
5. The charges for the provision of the said port services in a Regulated Port shall be levied on user vessels in accordance with a fixed scale which shall be notified to every user of such Port.
6. A Traffic Services Fund shall be established in every such Regulated Port to defray the essential costs to implement the essential Traffic Services within its jurisdiction.

In the discussion on Mr Hene's proposed Bill, Mr Macfarlane (UKPA) asked if Scotland would be covered since there was only mention of England and Wales. In reply, Scotland would be included but there were certain administrative provisions which might be different.

Mr Callen, representing the delegates from the Chamber of Shipping, offered some immediate reactions to the Bill and reiterated his view that further detailed legislation on this subject was unnecessary. If any additional powers were required he felt these might be achieved by amending the "Control of Movement Order" procedure under the Harbours Act, 1964.

Dealing first with Clause (1), he said that shipowners felt it unreasonable that a period of six months should be laid down for all Port Authorities to decide what traffic regulations they required. This requirement might be feasible in respect of the major ports which numbered about 10 or 15 out of the 300 in the Country. Very many of the small ports would have no need at all for the type of traffic regulations envisaged and, with the small numbers of staff employed at some of them, it might be quite impossible for them even to prepare some kind of suggestions within a six month period.

By and large, most of the proposed sub-Clauses to Clause (2) seemed sensible but shipowners did not feel it was wise to apply the proposed 50 ton limit.

The point had been made on the previous day, in the context of compulsory pilotage, that the lower size limit to be applied should be determined on a district by district basis. This flexibility was also desirable in relation to port traffic regulations.

Under paragraph (d) of Clause (2), there was the suggestion that Port Authorities be enabled to supply required equipment at fixed charges. This was not good enough. If a vessel was to be excluded on grounds of equipment not required under an international convention, then the port should be required to supply portable equipment.

So far as Clause (2) (e) was concerned, again the 50 ton limit appeared which was not regarded by shipowners as being acceptable. Otherwise, the provisions of this paragraph seemed reasonable. However, some alteration in wording might be required in respect of sub-paragraph (ii) since the Master of the vessel might not be

in a position to supply some of the information concerned. Ships' Agents or others might need to be involved.

The proposal that the Port Authority should be required to set up Port Traffic Boards was splendid, but there seemed no need for a separate levy. This could be met out of revenue from port charges generally and shipowners saw no need to spell out this particular provision in the Bill.

On this latter point Mr Hene replied that, no, an inclusive charge would be the suggestion.

Commander Richardson supported Mr Callen whilst welcoming a Port Traffic Bill which had its equivalent in both Japan and America. "Such a tablet of stone," he said, "is needed so that the world can see that there is a problem." He then pointed to the need specifically to link the Pilotage Authority with the Port Authority for the scheme to be workable. The port co-ordination centre could disseminate the advance notices of ETA and cargo to all agencies concerned, thus saving owners from sending more than one telegram.

Mr Berry (UKPA) stressed that safety should be the first priority. Whether or not another Bill is needed is for lawyers to decide. Safety can be ensured by application of local byelaws.

In practice, the most effective way of regulating ships is through the jurisdiction exercised on a pilot by the Licensing Authority. Licences are renewed annually when pilots are required to undertake to conform to local byelaws and procedures, etc. The restraining influence of a pilot is needed on certain short sea ferry services running to a very tight schedule. Section 2 (f) (i) of the Port Traffic Bill 1972 (Draft) is simply impracticable. It is quite common in pilotage to encounter difficulty in steering ships at certain speeds and, in practice, pilots determine the optimum speed of a vessel for the prevailing conditions. Considerable skill and experience is required in running the way off a loaded vessel and maintaining control of her in the required direction. The National Ports Council have coined a phrase "directional instability" for this characteristic.

In respect of the cost of Ports' Information Services, hiring the VHF and radar equipment was said by Captain Lyon to be the cheapest method but he pointed out that, if a 24-hour service was to be main-

tained, the staffing costs would be increased significantly. An installation with only a single radar might cost £40,000 pa on average for its manning: a really large and efficient estuary would require more than one radar and such costs could be in the region of quarter of a million per annum.

Captain Mayo (Trinity House) represented that you cannot categorically refuse a vessel entry for lack of equipment. "If a port lays down that you must have equipment, it is asking for unreasonable expenditure if the ship does not come often. It is therefore reasonable to expect such a Port to provide the essential equipment at the first available opportunity."

The idea of a Port Consultation Board was good. This sort of "get together" could result in very satisfactory administration. The idea of a Port Traffic Board was very acceptable. Provision of ETAs was essential in ports of any size. Some of the points suggested in the Bill were already implemented in major British ports.

He agreed with pilot-representatives that to try and direct a ship on a certain course at certain speed from shore was "not on". In Rotterdam waterways were straight, while most English waterways were not—our rivers being more complicated made precise shore control difficult.

Compulsory Pilotage

Introducing Compulsory Pilotage, Mr Derek Hene read out ten suggested clauses for inclusion in a new, or amended, Pilotage Act.

- (1) The introduction of a system of compulsory pilotage in every port in England and Wales and Scotland unless such Port has been specifically exempted by the Minister. All vessels of under 5 tons to be automatically exempted and all vessels between 5 and 50 tons to be entitled to be granted exemption at discretion. (Repeal ss. 10, 14 of 1913 Act).
- (2) The repeal of the provision S 11 (3) (4) excepting vessels *per se*.

- (3) The repeal of the provision exempting a vessel by virtue of the nature of its employment.
- (4) The introduction of a new Pilot Certificate (Revision of ss. 20, 23, 24, 25, 26).
- (5) The re-organisation of Pilotage Administration on a national basis.
- (6) Provisions for adequate penalties for breach of the above provisions, including the impounding of offending vessels.
- (7) The inclusion of additional detail in a Master's declaration (Revision of s. 31).
- (8) Movement of vessel to be in accordance with Traffic Plan. (Revision of s. 32).
- (9) Master of entering ship to be obliged to find a Pilot unless exempted. (Revision of s. 44).
- (10) Pilot to be in charge of supply to incoming ship of essential portable communications equipment.

Referring to Clause 1, Mr Edmondson (UKPA) said, This is the manner in which the procedure should in our view be adopted. If it were up to ports to apply for a special Traffic Bill, no port might do it.

Mr Berry (UKPA) asked if H M vessels were to be excepted and Mr Hene, referring to the 1913 Act, thought the Royal Navy should be excluded from the provisions.

Captain Mitchell suggested adding the words, "When practicable" to Clause 9 and Mr Callen asked for more thought to be given to the proposition that vessels should no longer be excluded from compulsory pilotage by reason of their employment; whilst broadly acceptable, were all small fishing vessels and tugs to be included?

Mr McMillan (UKPA) said that most of the ten points could be implemented fairly quickly. It was said that a new Pilotage Bill might be introduced in near future. He understood Mr Callen to say that certainly compulsion was a good idea, but it should be shelved until the new Pilotage Bill was available, together with the institution of a Central Pilotage Authority.

A Central Pilotage Authority was essential. The sooner it came the better. It should be a first priority. In general terms

we appeared to be in agreement with the Chamber of Shipping; the exceptions were minor and could be agreed round the table. There was no major dispute as far as the pilots were concerned.

Commander Richardson took the view that the proposals were mostly excellent and agreed with Mr McMillan that safety should be the first consideration. He also pointed out that some element of compulsion on the pilot might be necessary if his services were to become more compulsory. Finally, he drew attention to the fact that penalties would fall on the Master's shoulders, as we have things at present.

Speaking for Trinity House, Captain Bury said they had never been against a review of pilotage certificates. They were against the way in which they were distributed at the moment. The 1913 Act dealt with a different set of circumstances.

He went on to say that the Port Traffic Central Authority should not merely be created for prestige but to fulfil a national need as economically as possible. It should not be a bureaucratic effort and if the administration were to be uneconomical the whole thing would fail.

Mr Berry (UKPA) could not understand why Mr Callen was reluctant to concede a modified approach to pilotage certificates. One could not imagine a "local" driving licence. He suggested that it was just as important for the Master of a sludge vessel to have a pilotage certificate as for the Pilot of a 10,000 ton tanker.

Mr Callen assured Mr McMillan that shipowners were not trying to sweep changes under the carpet or to shelve them. He said Mr McMillan had weakened his own case towards the end of his speech by stating that the Central Pilotage Authority was needed immediately. In pressing for the whole pilotage problem to be dealt with by a comprehensive measure, the Chamber was clearly seeking the same objective.

If there should be any delay in obtaining the necessary legislation, it might be that Captain Frith was right in suggesting that at least the present regulations should be more tightly implemented.

Regarding Captain Bury's remarks, while shipowners agreed that the present arrangements in many areas worked well they were not satisfied that this applied universally. They were convinced of the need for a Central Pilotage Authority with local

Obituary

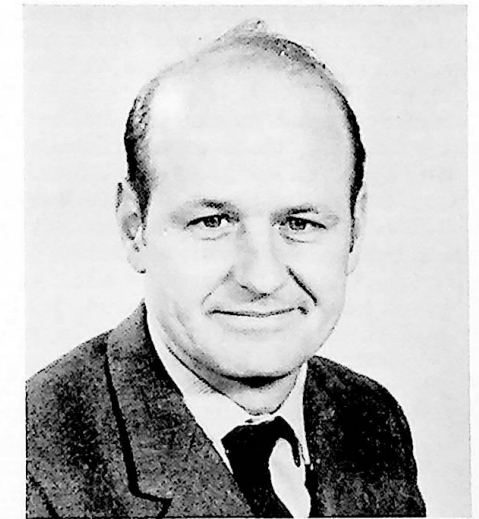
ROGER JOHN EDOMS

We deeply regret the untimely loss of Roger John Edoms who died on the Isle of Wight, aged 36, on 12th February 1973.

Apprenticed with the BP Tanker Company in 1953, he was promoted Third Officer four years later and gained his Master's Certificate in 1963. Shortly after, he transferred to British Rail Ferries in the Isle of Wight District and, in the course of three years with them served as Mate and Master, being granted his Pilotage Certificate in 1963.

He was called by Trinity House to the Isle of Wight Pilotage District in 1966, granted a licence in the same year and was promoted to the First Class in June 1970.

Mr Edom's ashes were laid to rest in the waters off Wootton Creek, on the 21st of February, where he had enjoyed many hours sailing. He leaves a wife and three children, in sympathy for whom his friends and colleagues in Ryde will be supported by all pilots.



Corrigendum

Please insert the words shown in italics in the report of Mr Worster, speaking in discussion at the AGM (p 11, Issue 164): "*A minority of pilots from the Isle of Wight went to Counsel for an opinion*".

administrations to handle the day-to-day running of the service. It seemed desirable that Port Authorities should be represented on these local pilotage bodies. Equally, there seemed a case for ensuring that shipowners and pilots were represented on Port Traffic Boards or other local navigational consultative bodies.

Mr M F G Williams (Britannia P & I) maintained that compulsory pilotage and the proposed Port Traffic Bill were inseparable. No port traffic control was possible without compulsory pilotage. Possible areas of exception needed to be agreed. Having an interest in the whole problem, he would not separate the two projects. One of the best ways of enforcing Clause (2) (e) (i) of the traffic control proposals would be some form of local compulsory pilotage. Having got compulsory pilotage, pilots should be largely responsible and not the shipowners.

Captain Bury pointed to a complete system for the integration of pilots in the Port of London. This central body already existed and if other ports wanted to follow suit it was up to them. Trinity House would like to delete, in their Working Paper, the fine proposed for not giving an ETA and to substitute the punishment of being kept waiting.

Summing Up

Concluding the session, Mr N Phillips (SOCL—Maritime Law Committee) said that discipline should be imposed and the question was whether the ports themselves could take the necessary steps. Legislation, with procedure so cumbersome that it prevented effective action, was useless. Perhaps legislative steps were necessary but should they impose positive obligations or merely confer powers? This depended on whether there existed a basic inertia in certain ports but that could not be answered at the conference.

A divergence of views existed as to whether Port Authorities should be able to marshal ships for entry and Mr Phillips suspected that this would have to be resolved in the near future. It seemed to be agreed that pilotage law should be reviewed although exactly when and how had not been agreed. His personal view was that it should be done as a whole new Act.

PILOTS' LOSS OF INCOME AND LEGAL DEFENCE INSURANCE

The Group Insurance Policy under which members of the Association are protected is exhibited at Local Centres. For the convenience of individual members we reproduce the document here so that it is readily accessible to you at home, or to your legal representative.

It may also be opportune to remind you of the important part of Condition 9 which requires every member to report to the Insurance Company in writing within thirty days of the happening of any event out of which a claim may arise under the policy. Since it is not possible to say with any certainty that a particular incident will lead to an enquiry or legal proceedings, members would be well advised to inform the Insurance Company in writing of all incidents, however trivial they may be.

THE NAVIGATORS & GENERAL INSURANCE COMPANY LIMITED A MEMBER OF THE EAGLE STAR GROUP

Head Office:

Fountain House, 125-135 Fenchurch Street, LONDON EC3M 5DP
Telephone: 01-623 7161 Telex: 888718

WHEREAS the Insured named in the Schedule hereto is the lawful holder of a Licence (hereinafter called "the Licence") as described in the said Schedule and has made a Proposal and Declaration in writing to THE NAVIGATORS & GENERAL INSURANCE COMPANY LIMITED (hereinafter called "the Company") for the insurance as hereinafter specified and such Proposal and Declaration is deemed to be incorporated herein and to form the basis of the Contract hereby made

NOW THIS POLICY WITNESSETH that in consideration of the payment by the Insured to the Company of the premium stated in the said Schedule
IT IS HEREBY AGREED subject to the terms, exceptions, conditions and limitations contained herein or endorsed hereon

1. (a) that the Company will indemnify the Insured in respect of the amount of his loss of income incurred by reason of his unemployment during the suspension or discontinuance of the Licence by any authority competent to suspend or discontinue the same as a result of any occurrence whilst the Insured shall be in Pilotage charge of a Ship in the ordinary course of his duty
(b) that the amount of such loss of income as aforesaid shall be calculated upon the basis of the Insured's average monthly earnings for the twelve months immediately preceding the date of such occurrence together with full allowances for food, accommodation and attendance (if any) of a character equal to that provided for the Insured in the course of his duty at such date but shall not exceed the amount of Indemnity stated in the Schedule and the said Indemnity shall be in respect of the period of such suspension or discontinuance but not exceeding the period of suspension or discontinuance as set out in the Schedule hereto
2. that in the event of the Insured being compelled to attend either as party or witness at an Inquiry held in the United Kingdom by a Pilotage or other Authority competent to revoke, suspend or recommend the suspension or revocation of the Licence the Company will provide the Insured with legal assistance if necessary for the defence or subsequent appeal under Section 28 of the Pilotage Act 1913, and will pay the expenses incurred by the Insured in connection with such Inquiry and/or appeal up to a sum of £2,000 maximum

3. that in the event of the Insured being compelled to attend either as party or witness at an Inquiry held outside the United Kingdom by a Pilotage or other Authority competent to suspend or recommend the suspension of his Licence or at a Naval Court or Court of Inquiry held outside the United Kingdom into a shipping Casualty the Company will indemnify the Insured against all payments actually incurred by him in obtaining the services of a Solicitor and/or Counsel in connection with such Inquiry or Court up to the sum of £100 or its exchange equivalent and may at the discretion of the Company authorise and indemnify the Insured against any further expenditure in excess of the said sum of £100 or its exchange equivalent

IT IS FURTHER HEREBY AGREED AND DECLARED

- (i) that the giving of the Indemnities and undertakings and the payment of moneys by the Company in accordance with the foregoing Clauses shall be conditional upon the occurrence giving rise thereto having taken place during the period of this Insurance or during any subsequent period in respect of which the Insured shall pay and the Company shall consent to accept a renewal premium or during the days of grace hereinafter referred to
- (ii) that this Policy shall remain in force for 15 days following each renewal date unless it shall be proved that it was the intention of the Insured to discontinue this Policy.

For and on behalf of

THE NAVIGATORS & GENERAL INSURANCE COMPANY LIMITED.

Countersigned:—

Chairman.

.....
Manager.

EXCEPTIONS

No liability whatsoever shall attach to the Company in respect of:—

1. Loss of income arising from suspension, cancellation, discontinuance of or refusal to renew the Licence in consequence of any wilful breach of duty, misconduct of a gross and wilful nature, or *conviction for any criminal offence against the Law of the realm*, punishable with imprisonment, or in consequence of deterioration of eye-sight or other physical disability, or on account of advanced age, but it is understood and agreed that the company will pay legal expenses up to the amount stated in the schedule, irrespective of the findings of the court.
2. any of the benefits of this Policy if the Insured shall without the consent of the Company effect or hold any other Policy insuring him against any of the risks covered by this Policy
3. (a) loss or destruction of or damage to any property whatsoever or any loss or expense whatsoever resulting or arising therefrom or any consequential loss
(b) any legal liability of whatsoever nature directly or indirectly caused by or contributed to by or arising from ionising radiations or contamination by radioactivity from any nuclear fuel or from any nuclear waste from the combustion of nuclear fuel
(c) any consequence of war, invasion, act of foreign enemy, hostilities (whether war be declared or not), piracy, civil war, rebellion, revolution, insurrection, mutiny or military or usurped power, riots, strikes or civil commotion.

CONDITIONS

1. Any fraud, mis-statement, or concealment either in the statement or proposal made by or on behalf of the Insured prior to or when effecting this Policy or any fraudulent claim made thereunder shall render this Policy null and void, and no claim thereunder shall be admitted.
2. No compensation is payable prior to the actual commencement of the period of suspension as ordered by the Authorities.
3. No sum payable under this Policy shall in any circumstances bear interest against the Company.
4. The Company will not be bound by

any receipt or acknowledgment of payment of premium unless it be on the Policy or on a printed receipt form issued by the Company nor by any endorsement on the Policy unless it be authenticated at the Head Office by the signature of an authorised official of the Company.

5. No alteration or erasure in this Policy or the conditions thereof or in the printed form of renewal receipt shall be valid unless the same be signed or initialled by an authorised official of the Company.

6. The Company shall hold the right to at any time determine and cancel this Policy without assigning any reason, subject to 14 days' notice by Registered Post to the then known address of the Insured, and to a refund to the Insured of a proportionate part of the last premium paid by him in respect of the unexpired term of the Policy.

7. All notices in writing required to be served under the terms of this Policy shall be deemed to be duly served by sending the same by a prepaid post letter addressed in the case of the Company to its registered office, and of the Insured to his last known place of residence or abode.

8. The Company is not bound to give notice to the Insured of the time or date of renewal of the Insurance, and the Company reserves the right to decline to renew any such Policy.

9. The Insured shall report to the Com-

pany in writing within 30 days of the happening of any event out of which a claim may arise under this Policy, and should the Insured fail to give such notice prior to the commencement of any enquiry or proceedings relating to or arising out of such event or events the Company shall be under no liability for payment of compensation to the Insured under this Policy.

10. The liability of the Company to pay compensation under this Policy shall not commence until the premium payable by the Insured under this Policy has been actually paid and received by the Company.

11. The due observance and fulfilment of the terms, provisions and conditions of this Policy and of any endorsement thereon by the Insured in so far as they relate to anything to be done or complied with by him shall be a condition precedent to any liability of the Company to make any payment under this Policy.

12. If any difference shall arise as to the amount to be paid under this Policy (liability being otherwise admitted) such difference shall be referred to an Arbitrator to be appointed by the parties in accordance with the statutory provisions in that behalf for the time being in force. Where any difference is by this condition to be referred to Arbitration the making of an award shall be a condition precedent to any right of action against the Company.

SPECIAL CONDITIONS

1. It is a condition of this Policy that if the Insured shall receive any notice or summons to attend any Inquiry to be held by any Pilotage or other authority competent to cancel, to suspend or in any way deal with the Insured's licence as a Pilot under any enabling legislation or regulation, the Insured shall immediately inform the Company of such notice or summons, and shall if called upon to do so attend forthwith at the Company's Solicitors to give all necessary information and assistance in any preparation that may be necessary to represent the Insured's interest at any such Inquiry.

2. The Company shall not be liable for payment of compensation to the Insured under this Policy if the Insured shall fail to give the Company immediate notice as aforesaid and to attend the Company's Solicitors upon being called upon to do so.

THE SCHEDULE

Policy No.

Name: THE UNITED KINGDOM PILOTS ASSOCIATION
FOR AND ON BEHALF OF MEMBERS AS
DECLARED

In this Policy
called "the Insured".

Address:.....

Agency:		Branch:	
Period of Insurance	(a)	from 4 p.m. G.M.T. on the	day of 19
	(b)	to 4 p.m. G.M.T. on the	day of 19
(b) any subsequent period for which the Company shall have accepted the premium required for renewal of this Policy.			
First Premium	Renewal Premium		
£.....		
	Renewal Date.....		
Examined:	Date Policy signed:.....		
Licence issued by and described as authorising the Insured to Pilot Ships in..... Pilotage District			
Amount of Indemnity £150	per month		
Period of suspension or discontinuance not exceeding eight months in all			
To be declared quarterly, number of Pilots attaching each quarter day. Premium £4 per capita per annum. List of Pilots to be available for inspection if required at offices of United Kingdom Pilots Association.			

MEMO 1. It is further understood and agreed this policy is extended to cover a member's Master's certificate of competency in addition to his Pilotage Licence. Cover and Indemnities unaltered.

MEMO 2. It is again understood and agreed this policy is further extended to cover a member's legal liability for damage and/or injury or manslaughter, as the result of negligence or unfortunate navigation on the part of any such member whilst piloting vessels in the course of his duty. The Company's liability shall not exceed the sum of £100 in respect of any one member, but in addition the Company shall be liable for all Law Costs incurred, including third party Costs, with their written consent in connection with the defence of any claim up to but not exceeding the sum of £2,000, i.e., limit in all hereunder £2,100 any one member.

MEMO 3. It is further noted and agreed this policy extends to indemnify the Association in respect of any member who, having been found at fault, has been ordered by the Commissioner at an inquiry to contribute to the cost of the inquiry, the maximum indemnity payable in respect of any contribution ordered being £500, it being further noted and agreed that if the member's certificate is in addition suspended, and he is entitled to monthly benefits under 1(b) of the policy that the total benefit shall not exceed £1,700.

SHIP SIMULATOR COULD BE VALUABLE TO BRITAIN

G R Wilkinson, BSc, CEng, FRINA, MRIN

It is surprising where one's studies of a particular problem eventually lead. When Vickers Ltd Shipbuilding Group gave me a special assignment which involved the study of ship's bridge and wheelhouse design it might have been said to have been no more than was expected from a competent naval architect working within a company with a reputation for innovation and specialist skills in design. On the contrary; I was led into realms which might have been considered as far outside my original remit for, talking to pilots, master mariners, watch-keeping officers and others, and having been on the bridges of a variety of ships at sea, the art of designing bridges and wheelhouses was revealed as something practised in various ways. More significant, the question of ships' safety and the problems of navigation in restricted channels and harbours, and then the wider problems of experience, skills and adequate training for what is, after all, an onerous task, began to rear their heads. The idea of Britain having a ship-maneuvring simulator was born.

There was an obvious need for some sort of improved design in layout, if not form, of the bridge of certain ships and, on a more general scale, the wheelhouse. I found little standardisation in things like colour codes on indicator panels and I came to have sympathy with the pilot who, boarding a vessel, found himself faced with a variety of lights and panels which differed from one ship to another. One recommendation came from my studies—that there be a national body to co-ordinate bridge design. Another followed—that a ship manoeuvring simulator be built within the United Kingdom. Both these recommendations were well received at the time, and I am happy to be able to write that a co-ordinating body is well on its way to being set up, not only nationally but internationally. Its basis is

to exchange information and ideas with Scandinavian and other European countries.

The recommendation that there be a ship manoeuvring simulator in the United Kingdom has been rather more difficult to translate from words to action, but, at the time of writing, there are definite signs of interest on the part of the British shipping industry and I detect an interest too on the part of the Department of Trade and Industry.

Dutch Have Two

This is rewarding, for the Dutch have been quick to take up the challenge presented by the increasing size of ships and the need to train pilots and navigating officers in the handling of vessels. They have two simulators already and the studies for a third are under way.

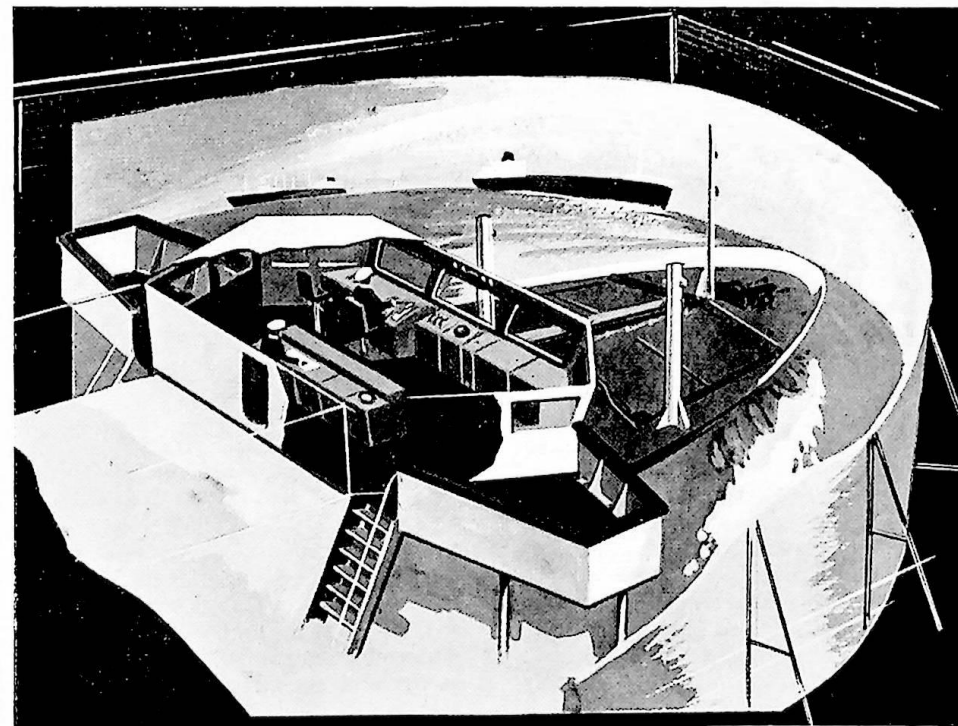
Simulated training is already used—and very effectively—by British airlines and by British Rail, and those of us who have tested our skill as car drivers, on what some call "driver trainers", know how realistic situations can be presented and reactions tested without ever a risk of accident. As with these simulators so with a ship manoeuvring simulator. A visual scene is created and those under training stand, to all intents and purposes, in the wheelhouse of a ship entering harbour or negotiating a restricted channel. Errors in judgement or in command do not have disastrous effect.

Vickers Shipbuilding Group has proposed a simulator having a similar capability to that of the flight simulator used by airlines. One of the most useful facilities in such simulators is the instructor's capability to produce a failure or series of

failures simply by pressing a button or buttons on a black box. The effects can be achieved by a combination of electronics, television cameras, projectors and models, all controlled by computer. If all this seems rather frightening, might I add that in the course of my investigations I found that most people who used a simulator to train personnel and, indeed, most people who had trained on a simulator were more than "committed to the cause". They all felt that it was an ideal system of training, though no one argues that to train on a simulator will ever replace experience of a situation. On the contrary, but it will give

added confidence in that training has been made as realistic as it possibly can be.

To house the simulator would, of course, require a building and Vickers have proposed a two storey establishment with the simulator and its equipment occupying most of the room available. They have suggested a nicely balanced and fully representative control organisation in which shipowners, pilots, Government departments and Vickers would have a part and have also suggested how the scheme might be brought to full fruition through well defined phases. It needs to be made clear



The illustration shows a proposed ship-maneuvring simulator to be operated in Britain by a non-profit-making Trust. Mr G R Wilkinson, a senior naval architect who has designed the prototype, invites all pilots to offer him practical criticism. He values their special experience and would be very pleased to hear from our readers.

that Vickers believe that the facility they have mooted should be owned by an independent company—a non-profit making trust. The Trust would fund the facility and there would, naturally, be an income from fees for training. Vickers' interest would really be in project-managing the scheme.

Experience Counts

It needs to be emphasised that at no time has it been suggested that training on a simulator can replace experience. What has been argued is that the time taken or needed to acquire the experience is substantially reduced if a simulator is used for training.

I have quite strong feelings on the matter for ships grow bigger and, having more powerful machinery, are capable of higher speeds. The problems of safe navigation in restricted channels are greater than they were a decade or so ago and one can have a situation in which a mammoth tanker is operating in a harbour with as little as three feet of water—maybe less—beneath her keel. I am not so foolish that all these problems are going to vanish overnight if the United Kingdom decides to have a ship manoeuvring simulator. All I am arguing is that men who handle ships and whose

position is onerous at the best of times deserve the best training that they can be given.

Naturally I take the view that there is a strong case for the United Kingdom having a ship manoeuvring simulator. That view has been strengthened by all the evidence that the Dutch facility is being greatly used and that it is evidently appreciated. The fact that the British Shipping Federation has taken considerable trouble to sound its members on their views, regarding the Vickers' proposals officially put to the industry last year, is more than encouraging and I believe that the shipping industry feels that there is some value in what has been propounded. The next step might well be a preliminary study to establish what iceals are required and to assess the cost; I do not know. Certainly it seems eminently sensible to do something like that and I cannot imagine that any major step forward will be taken without there being full consultation with organisations representing pilots and shipmasters. That, however, is in the future.

For the present I am convinced that the United Kingdom is just one step behind in effective maritime training so long as she has no simulation facility on which to train the men who will handle her ships.

Coastlines *continued from opposite page*

Prior to joining Trinity House, Captain Saunders held command of the Shaw Saville Line vessel "Northern Star" and recently completed a world cruise. He first went to sea in 1942 as an apprentice with Prince Line Ltd. He was promoted Master in 1958 whilst serving with the Furness Withy Co., and held command of a variety of ships with Furness Withy, Royal Mail Lines and latterly the Shaw Saville Line.

Bottoms Up!

At a small luncheon party held on Friday, 9th March Mr R H Farrands was presented with a specially engraved tankard by the Vice-President of the Association, Mr Frank Berry.

The inscription on the tankard reads:

*Presented to
R H FARRANDS
by the members of the
UNITED KINGDOM PILOTS'
ASSOCIATION*

*in recognition of his distinguished services
to the Association through his work on the
National Technical Committee of the UKPA
March 1973*

As members will know, it was through the energy and enterprise of Dick Farrands that the UKPA National Technical Committee was set up in 1970. He felt that the formation of such a committee was already long overdue, and when the first meeting of the newly-formed NTC was held the members faced a formidable agenda, in which Mr Farrands' ability as Chairman became obvious. The Committee has now become a source of expertise to those interested in the safety of navigation in pilotage waters.

Coastlines

Big Dock for Madras

We are pleased to hear from Captain C G Venugopal, Secretary of AIMPA, on the occasion of the commissioning on the 4th February 1973 of *Bharathi Dock*.

This important new dock, proudly bearing the name of a patriot and poet of Madras, is the first in India capable of receiving giant tankers.

Mr Raj Bahadur, the Union Minister for Shipping and Transport performed the commissioning ceremony to coincide with the berthing of *Jawaharial Nehru* after her maiden voyage. She is the Shipping Corporation of India's 88,000 ton tanker, the largest to bring oil to an Indian refinery.

Stanley Toyne Retires

Shortly before Christmas, Stanley St George Toyne piloted his last vessel into Southampton Port after 35 years on the Isle of Wight Inward Service. An unusually long stint, perhaps, but Stanley, now 67, chose to remain based on the Island instead of transferring to the Outward Service and he was Island-based throughout the war years except for a short spell at Liverpool.

Now officially retired, having been licensed by Trinity House since May 1938, he looks forward to spending a little more time in Ryde with his artist wife and to improving his newly acquired skill at golf. As he puts it, "I only started in my early sixties. I have never been any good at it, but I get a lot of fun out of it."

From 1929, when he gained his Master's Certificate, until 1938, he was with Cunard on the North Atlantic run, mainly on the express service between Southampton and New York. This included such ships as the *Berengaria* and *Aquitania*. As pilot, he was often engaged by the United States Line and, from 1946 to 1970, was Choice Pilot to the French Line.

In spite of the steadily increasing traffic to and from Southampton Port of recent years, guiding that little white ball into its berth may prove more of a challenge (though more carefree) than piloting a VLCC! Either way, Stanley's many friends



Photo: Roger M Smith, Cowes.

Stanley Toyne

wish him a long and enjoyable retirement on his favourite island.

Trinity House

Our congratulations to Captain Robert Novis Mayo who was listed in the New Year Honours as a Commander of the Most Excellent Order of the British Empire.

As an Elder Brother and vice-Chairman of the Board of Trinity House, much of his recent work has been as administrator of several charitable funds including King George's Fund for Sailors, the John Cornwall VC National Memorial, the Marine Society and the Shipwrecked Fishermen and Mariners' Society.

Captain Ian Rodger Charles Saunders has been elected an Elder Brother and appointed a Member of the Board of Trinity House in place of Captain Sir George Barnard who retired recently.

continued opposite

Local Secretaries

Aberdeen	H. McKilligan	Aberdeen Harbour, North Pier, Aberdeen
Ardrossan	A. Caldwell	13 Chapelhill Mount, Ardrossan, Ayrshire
Barrow-in-Furness	R. Moore	Windswept, 35 Roa Island, Barrow-in-Furness, Lancs.
Barry	J. Bennett	Brent Knoll, 92 Port Road East, Barry, Glam.
Belfast	W. J. Kirkpatrick	15 Downshire Gardens, Carrickfergus, Co. Antrim, N. Ireland
Bridgwater	C. Muller	124 Worston Road, Highbidge, Somerset
Brixham	R. J. Curtis	Abri, 31 Gillard Road, Brixham, Devon TQ5 9EG
Cardiff	C. D. Morgan	54 St. Angela Road, Heath, Cardiff, Glam.
Clyde:		
Glasgow	I. M. Macfarlane	23 Victoria Road, Gourrock, Renfrewshire
Gourock	J. M. Farmer	239 Eldon Street, Greenock, Renfrewshire
Colchester	P. Hills	26 Regent Road, Brightlingsea, Essex
Coleraine	W. Dalzell	Harbour Office, Coleraine, Co. Derry, N. Ireland
Exeter	B. L. Rowsell	17 Camperdown Terrace, Exmouth, Devon
Falmouth:		
Sea	R. T. Williams	14 Arwenack Street, Falmouth, Cornwall
River	J. Timmins	1 Ponswarden Cottage, Ponswarden, Falmouth, Cornwall
Fowey	M. H. Randolph	Elm Cottage, East Street, Polruan-by-Fowey, Cornwall
Gloucester	B. H. Richards	Southerly, 60 Combe Avenue, Portishead, Nr. Bristol, BS20 9J5
Goole	A. R. Wild	31 Airmyn Road, Goole, Yorks.
Grangemouth	R. C. MacMillan	31 Crichton Drive, Grangemouth, Stirlingshire FK3 9DF
Hartlepool	B. G. Spaldin	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	R. B. Campbell	25 Taylors Avenue, Cleethorpes, Lincs.
Inverness	T. H. MacDonald	Nyhavn, 14 Leys Park, Inverness
Ipswich	J. Wright	"Rosapenna" 9 Cliff Lane, Ipswich, Suffolk
Isle of Wight...	P. D. Jordan	Long Orchard, Marlborough Road, Ryde, Isle of Wight
Lancaster	H. Gardner	Greystones, 128 Morecambe Road, Lancaster
Leith	L. M. Smith	64 Trinity Road, Edinburgh, 5
London:		
Cinque Ports	J. A. Cresswell	361 London Road, Deal, Kent
Gravesend Channel	P. A. E. Roberts	Utne, Conifer Avenue, Hartley, Dartford, Kent
River	D. W. J. Hobday	Pentlands, Stock Lane, Wilmington, Dartford, DA2 7BY
Medway	T. G. Hannaford	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	N. Walker	Wild Acres, Steam Mill Road, Bradfield, Manningtree, Essex
Londonderry	C. M. O'Donnell	3 Oakfield Drive, Londonderry, N. Ireland
Lowestoft	J. E. Johnson	Westing Down, 44 Gunton Church Lane, Lowestoft, Suffolk
Middlesbrough	W. E. Guy	25 Wheatley Close, Acklam, Middlesbrough
Milford Haven	M. A. Haigh	Blithfield, 3 West Hill Avenue, Milford Haven, Pemb.
Neath	A. Boshier	24 Thorney Road, Baglan, Port Talbot, Glam.
Par	R. F. Dunn	Hillmere, 7 Polmear Road, Par, Cornwall
Plymouth	E. Rogers	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	E. S. Haines	Pilot Office, Town Quay, Poole, Dorset
Portsmouth	M. Sparkes	Trinity House Pilotage Service, Victoria Pier, Portsmouth
Port Talbot	J. Parry	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Preston	H. Halsall	Pilotage Office, The Docks, Preston, Lancs.
Prestatyn	A. M. Hatton	39 Grosvenor Road, Prestatyn, Flints.
St. Ives	J. W. A. Dew	88 St. Johns Street, Hayle, Cornwall
Shoreham	T. N. H. Dalton	5 Willow Close, Lancing, Sussex
Southampton	K. E. Powell	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
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	Fernlea, Pitts Hill, Appledore, N. Devon
Teignmouth	A. C. Broom	6 Marine Terrace, Teignmouth, Devon
Trent	W. L. Smedley	257 Beverley Road, Kirkella, Nr. Hull, E. 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