# THE PILOT

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## SAFE PILOTHANDLING

**This picture of a pilot and a service engineer joining the 215,000 dwt *British Explorer* by helicopter off Rotterdam is reproduced by kind permission of the BP Tanker Company.**

## UNITED KINGDOM PILOTS' ASSOCIATION

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ON THE ESTIMATION OF

# POWER REQUIRED FOR TUGS

## ASSISTING LARGER SHIPS

H. Tani

*We gratefully acknowledge this article sent to us by Captain T Nakajima, Chairman of the Technical Committee of the Japan Pilots' Association, Tokyo.*

*Professor H Tani holds the chair of Mercantile Marine Studies at Tokyo University and is an active member of the Technical Committee of the JPA.*

It is needless to say that the tugs are provided for the safety and convenience of the ships using the waterway, or berthing and unberthing. In most harbours where larger ships such as tankers and orecarriers frequently enter and depart, the powerful tugs are provided to assist the larger vessels as needed.

On the other hand, as the size of vessel increases, the power available from one or two conventional tugs is so often not enough to overcome the inertia and the forces of the wind and current that ship-handlers usually request more and more tugs in order to ensure sufficient power. As to this "sufficient power", however, there is no agreement among the best veteran pilots upon how exactly the question should be answered. Some pilots make it a rule to handle a 200,000 dwt tanker with four tugs, while others request five or more under rather favourable weather conditions.

This situation seems to occur because sufficient power or adequate number of tugs depends not only upon the type of tug and the experiences of shiphandler, but also upon the geographical and meteorological features and the traffic congestion of the harbours. Under these circumstances, we consider here certain aspects of the optimum power estimation required for tugs assisting fully loaded larger ships in berthing operations.

## Representation of Power of Tug

We are told that experience to date has shown that berthing of larger vessels, say, over 50,000 dwt, can be carried out safely and successfully if the tug fleet can provide shaft horsepower as large as just one-tenth of the number of deadweight tonnage of the vessel. When we must handle, for example, a 100,000 dwt tanker, we should request a total power of 10,000 shp of our tugs.

This method of representation, what is called the "ten percent dwt" rule, is apparently simple, but it should be said inconvenient because the towing force is considerably different between the tugs according as the type of propeller installed, even if the shaft horsepower is the same. In discussing the use of tugs when working a large size ship into a berth alongside a pier, we are particularly interested in the forces exerted by tugs when they are going to push straight in or pull straight out. It follows, therefore, that it will be preferable to use the pull force instead of the output of engine.

It should be mentioned here that the pull force means the so-called "bollard pull" produced by the tug in the bollard-test. This is the force acted upon the towline spanned between the tug and the bollard on shore. It is evident that the bollard pull

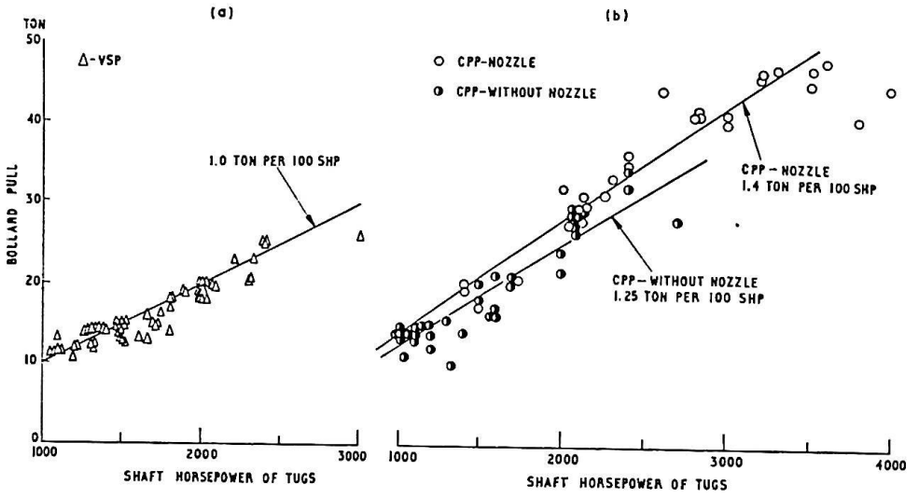


FIG. 1 RELATIONSHIPS BETWEEN BOLLARD PULL AND SHP OF TUGS

equals the thrust of propellers working in 100% of apparent slip ratio, because the tug is dead in the water. In other words, it is also the maximum thrust of the propellers.

The magnitude of bollard pull is usually measured at the normal or overload output of the engine, and the value is nominated as the towing capacity of the tug. It must be kept in mind that the tug cannot exert this bollard pull in the ordinary service where the propelling machinery can develop only a limited proportion of the normal power for the sake of ensuring safety. It is, therefore, reasonable to consider that the tug can provide 80 per cent of the bollard pull continuously even if FULL AHEAD is ordered.

From the discussions mentioned above it appears to the writer that we had better to use the bollard pull as the representation of the manoeuvring ability of the tug.

## Relation between the Bollard Pull and the Power

Before proceeding to determine the reasonable total capacity of tugs assisting larger ships, it is perhaps worthwhile to consider for a moment the relationship between the bollard pull and the output of the engine. It is well known that the thrust at bollard pull, per one hundred shaft horsepower installed, may be different from type to type of the propeller of the tug. We can give the general pattern in Fig 1 (a) and (b), and Fig 2. From these Figures we can see that the bollard pull per one hundred shaft horsepower takes the following values for each type of propeller:

| *Type of propeller* | *Bollard pull in tons per 100 shp* |
|---|---|
| Voith-Schneider Propeller | 1.0 |
| Fixed-Pitch-Propeller without Nozzle | 1.1 |
| Controllable-Pitch Propeller without Nozzle | 1.25 |
| Z-Type Propeller, and FPP with Nozzle | 1.35 |
| Controllable-Pitch Propeller with Nozzle | 1.4 |

For example, a 2,000 shp tug fitted with controllable pitch propellers without nozzles can develop a bollard pull, that is to say a maximum pull, of about 25 tons.

It should be noticed that these relationships are limited to the case of tugs having shaft horsepower up to about 3,500 shp. It is seen in Fig 1 (b) that there is a marked drop in bollard pull when the shaft horsepower is increased beyond 3,500 shp.

Fig 3 shows the statistics of actual practices of pilots in Japan when they have used tugs in handling larger vessels. The histograms represent the relative frequencies of the bollard pull requested by pilots. For the sake of convenience, the bollard pulls have been classified into seven classes as shown in the Figure, and represented as bollard pull per 10,000 dwt of the vessel.



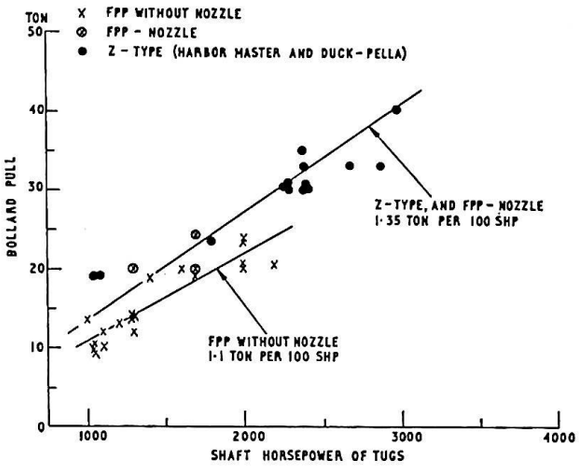


FIG. 2 RELATIONSHIPS BETWEEN BOLLARD PULL AND SHP OF TUGS

The number of samples is only 18, which appears to be too small to deduce reliable results from it. However, it is our firm belief that the results must be considerably significant because each datum can be considered to give information on the most common practice of pilots.

It follows from this histogram that the bollard pull of 8 tons per 10,000 dwt has the maximum frequency which amounts to 33% of all cases. Some calculations show the average bollard pull to be 10 tons per 10,000 dwt, and the standard deviation of data as 3 tons per 10,000 dwt. It can be said, therefore, that in most harbours in Japan the pilots would request a bollard pull of $10 \pm 3$ tons per 10,000 dwt on the average.

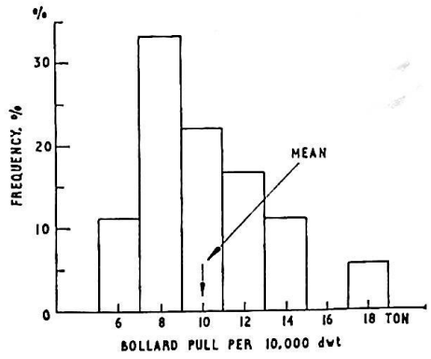


FIG. 3 BOLLARD PULL OF TUGS PER 10,000 DWT OF VESSELS

## Reasonable Amount of Total Pull Required for Tugs

Fig 4 shows the plots of 18 samples which were discussed in the preceding section. The variation of the data may depend on the circumstances of the harbour, as already mentioned. In spite of such plots being scattered it will be useful to arrange a certain standard amount of total bollard pull. In this connection the Japan Dredger Technical Society proposed a standard, in 1968, based on the results of full scale tests in which four tugs pushed a large tanker going alongside a pier. It was considered to be the case where the maximum pull force was required.

The proposed standard was based on the following assumptions:

(1) A constant wind is blowing from the pier, being 10 m/s in speed.

(2) A constant current is flowing from

the pier, being 0.1 m/s in speed.

(3) The ship is moving in broadside the pier and the approach speed, normal to ship and to jetty, is 0.15 m/s.

(4) The ship is in fully loaded condition.

(5) The ratio of water depth to ship draft is 1.1 which indicates that the so-called under-keel-clearance is 10% of the ship draft.

These assumptions may be considerably severe conditions for berthing operations of very large vessels.

The results of calculation have been shown in Fig 4 as a solid curve against the ship deadweight. We can expect from inspecting the curve that, for example, about 100 tons of aggregate bollard pull of tugs should be required for handling a 100,000 dwt vessel, while about 162 tons for 200,000 dwt.

For more rapid calculations a simple equation should be sufficient to give a fair approximation to the curve, which is represented by a broken straight line as shown in the Figure. The equation gives

$$T = \frac{\text{dwt of vessel}}{100{,}000} \times 60 + 40, \text{ tons}$$

where T indicates the required total bollard pull.

As an exercise, let a very large tanker have 250,000 dwt and be in a fully loaded condition. The required total bollard pull will be given as follows:

$$T = (250{,}000/100{,}000) \times 60 + 40$$
$$= 190 \text{ tons}$$

The formula would provide certain useful information for tugs, if the calculated results could be adjusted for the particular circumstances of the harbour. These corrections would not be more than a 20-ton pull.

It is of interest to make a comparison between the above formula and the ten-percent-dwt rule mentioned in Section 1. The latter can be represented by a dotted straight line, as shown in Fig 4, with steeper gradient than the former. For a 100,000 dwt ship both methods give 100-ton pull, and we can find quite a good agreement between them. For a 200,000 dwt vessel the ten-percent-dwt rule will obviously give 200-ton pull, while the proposed formula will give only 160-ton pull. From this comparison we can conclude that the ten-percent-dwt rule will over estimate the required bollard pull as the size of vessel increases. In fact we have a case of a 250,000 dwt tanker in Yokohama where the pilot requested the total bollard pull of about 190 tons which agrees quite well with the calculation by the formula.

It may be further noted that in Fig 4 an approximation of the proposed curve to actuality is felt to be satisfactory.

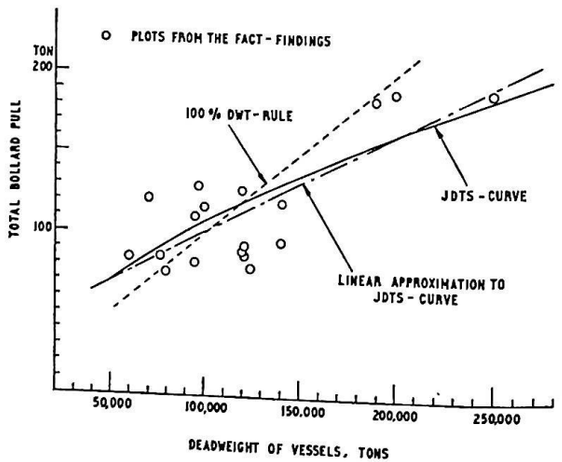


FIG. 4 TOTAL BOLLARD PULL OF TUGS AND DEADWEIGHT OF VESSELS

## Backing Power of the Tug

In addition to the problem discussed in the previous sections, it is worth while to consider the question how much backing power of the tug should be required for certain manoeuvres of larger ships.

With very large sized vessels in these days it is a definite requirement to improve their stopping qualities. In order to meet this requirement various means are dis-





**Power for Tugs** (*continued*).

cussed and devices, such as brake flaps, are investigated. These are mainly concerned with the case in which the approach speed of vessel is relatively high. In a situation of proceeding through restricted waterways with quite a low speed and approaching to the berth, most pilots prefer using tugs to stop the ship to reversing the propellers. This is to avoid the vessel taking an unfavourable sheer from the desired heading during the backing manoeuvre in such a narrow channel as there is no sea room.

When it is desired to stop the ship by the tug's pull, we usually take the tugs alongside the bow and stern of the vessel, and have them use their backward thrusts raised to the maximum. This manoeuvring practice will lead to consideration of the backing power or backward thrust of the tug.

Since the tug in itself has been so designed that its propeller should develop a forward maximum possible thrust, it is inevitable that the backward thrust is insufficient for the tug to kill the headway of large vessels. This disadvantage of the existing tugs has come to attention in Japan, and in 1969 the Japan Dredger Technical Society started the investigations into the possibility of improving the backing abilities and developing quite a new type of tug which has a powerful retarding force. But we cannot discuss these interesting results here owing to limited space.

## Inter-Governmental Maritime Consultative Organisation

# PILOT HOISTS

*The IMCO Maritime Safety Committee at its 27th Session this year*

(*a*) **approved** *the following Recommendations on Performance Standards for Mechanical Pilot Hoists (marked Annexe XI) and requested that it be submitted to the IMCO Assembly for adoption:*

(*b*) **adopted** *the following amendment to Regulation 17, Chapter V of the Convention concerning Pilot Ladders and Mechanical Pilot Hoists (marked Annexe XII) and requested that the amendment of the text be communicated to all concerned in accordance with the provisions of Article IX of the Convention.*

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## ANNEXE XI

# RECOMMENDATION ON PERFORMANCE STANDARDS FOR MECHANICAL PILOT HOISTS

### 1. GENERAL

1.1 Mechanical pilot hoists and ancillary equipment should be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner. The hoist should be used solely for the embarkation and disembarkation of personnel.

1.2 The working load should be the sum of the weight of the ladder and falls in the fully lowered condition and the maximum number of persons which the hoist is designed to carry, the weight of each person being taken as 150 kgs.

1.3 Every pilot hoist should be of such construction that when operating under the defined working load each component should have an adequate factor of safety having regard to the material used, the method of construction and the nature of its duty.

1.4 In selecting the materials of construction, due regard should be paid to the conditions under which the hoist will be required to operate.

1.5 The pilot hoist should be located within the parallel body length of the ship and clear of all discharges.

1.6 The operator should be able to control the hoist when he is in a standing position and looking over the ship's side for observing the hoist, even in its lowest position.

1.7 The manufacturer of the pilot hoist should supply with each installation an approved maintenance manual, together with a maintenance log; Each installation should be kept in good order and maintained in accordance with the instructions of the manual. All maintenance and repairs of the installation should be recorded in the log.



### 2. CONSTRUCTION

2.1 The hoist will generally consist of the following three main parts, but hoists of other equally efficient constructions may be considered:

(a) a mechanical powered appliance together with means for a safe passage from the hoist to the deck and *vice versa;*

(b) two separate falls;

(c) a ladder consisting of two parts:

(i) a rigid upper part for the transportation of the pilot upwards or downwards;

(ii) a lower part consisting of a short length of pilot ladder, which enables the pilot to climb from the pilot launch to the upper part of the hoist and *vice versa.*

2.2 **Mechanical powered appliance**

(a) The source of power for the winches may be electrical, hydraulic or pneumatic. In the case of a pneumatic system an exclusive air supply should be provided with arrangements to control its quality. It may be necessary to give special consideration to the selection of the type of source of power for ships engaged in the carriage of flammable cargoes. All systems should be capable of efficient operation under the conditions of vibration, humidity and change of temperature likely to be experienced in the vessel in which they are installed.

(b) The design of the winch should include a brake or other equally effective arrangement, such as a properly constructed worm drive, which is capable of supporting the working load in the event of power failure.

(c) Efficient hand gear should be provided to lower or recover the pilot(s) at a reasonable speed in the event of power failure. The brake or other arrangement in paragraph (b) above should be capable of supporting the working load when the hand gear is in use.

(d) Crank handle(s) provided for manual operation should, when engaged, be interlocked so that the power supply is automatically cut off.

(e) Hoists should be fitted with safety devices to automatically cut off the power supply when the ladder comes against any stop to avoid overstressing the falls or other parts of the hoist. However, in the case of hoists operated by pneumatic power, if the maximum torque available from the air motor cannot result in overstressing of the falls or other parts of the hoist, the safety cut-out device may be omitted.

(f) All hoist controls should incorporate an emergency stop to cut off the power supply.

(g) The winch controls should be clearly and durably marked to indicate the action to "Hoist", "Stop" and "Lower". The movement of these controls should correspond with the movement of the hoist returning to the stop-position when released.

(h) Efficient arrangements should be provided to ensure that the falls wind evenly onto the winch-drums.

(i) Pilot hoists should be securely attached to the structure of the ship. Proper and strong attachment points should be provided for hoists of the portable type on each side of the ship. Attachment of the pilot hoist should not be solely by means of the ship's side rails.

(j) The winch should be capable of hoisting or lowering the pilot(s) at a speed of between 15 and 30 metres per minute.

(k) There should be safe means of access between the top of the hoist and the deck and *vice versa;* such access should be gained directly by a platform securely guarded by handrails.

(l) Any electrical appliance associated with the **ladder section** of the hoist should be operated at a voltage not exceeding 25 volts.

2.3 **Falls**

(a) Two separate wire rope falls should be used, made of flexible steel of adequate strength and resistant to corrosion in a salt-laden atmosphere.

(b) Wire ropes should be securely attached to the winch-drums and the ladder. These attachments should be capable of withstanding a proof load of not less than 2.2 times the load on such attachments. The falls should be maintained at a sufficient relative distance from one another.

(c) The wire rope falls should be of sufficient length to allow for all conditions of freeboard encountered in service and to retain at least three turns on the winch-drums with the hoist in its lowest position.

2.4 **Ladder Section**

The ladder section should comprise a rigid and a flexible part, complying with the following requirements:

(a) The rigid part should be not less than 2.50 metres (7¾ feet) in length and be equipped in such a way that the pilot can maintain a safe position whilst being hoisted or lowered. Such parts should be provided with:

(i) a sufficient number of steps to provide a safe and easy access to and from the platform referred to in paragraph 2.2, sub-paragraph (k);

(ii) suitable protection against extremes of temperature to provide safe handholds and fitted with non-skid steps;

(iii) a spreader at the lower end of not less than 1.80 metres (5 feet 10 inches). The ends of the spreader should be provided with rollers of adequate size which should roll freely on the ship's side during the whole operation of embarking or disembarking;

(iv) an effective guard ring, suitably padded, so positioned as to provide physical support for the pilot without hampering his movements;

(v) adequate means for communication between the pilot and the operator and/or the responsible officer who supervises the embarkation or disembarkation of the pilot;

(vi) whenever possible an emergency stop switch within easy reach of the pilot by means of which he may cut off the power.

(b) Below the rigid part mentioned in paragraph (a) above, a section of pilot ladder comprising 8 steps should be provided, constructed in accordance with the following requirements:

(i) The steps of the pilot ladder should be:

(1) of hardwood, or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or of other suitable material of equivalent characteristics;

(2) not less than 480 millimetres (19 inches) long, 115 millimetres (4½ inches) wide, and 25 millimetres (1 inch) in depth, excluding any non-slip device;

(3) equally spaced not less than 300 millimetres (12 inches) nor more than 380 millimetres (15 inches) apart and be secured in such a manner that they will remain horizontal.

(ii) No pilot ladder should have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured should be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the ladder. When any replacement step is secured to the side ropes of the ladder by means of grooves in the sides of the step, such grooves should be in the longer sides of the step.

(iii) The side ropes of the ladder should consist of two uncovered manilla ropes not less than 60 millimetres (2¼ inches) in circumference on each side. Each rope should be continuous with no joins below the top step.

(c) The steps of the flexible pilot ladder and those of the rigid ladder should be in the same vertical line, of the same width, spaced vertically equidistant and placed as close as practicable to the ship's side. The handholds of both parts of the ladder should be aligned as closely as possible.

2.5 **Operational aspects**

(a) Rigging and testing of the hoist and the embarkation and disembarkation of a pilot should be supervised by a responsible officer of the ship. Personnel engaged in rigging and operating the hoist should be instructed in the safe procedures to be adopted and the equipment should be tested prior to the embarkation or disembarkation of a pilot.

(b) Lighting should be provided at night such that the pilot hoist overside, its controls and the position where the pilot boards the ship should be adequately lit. A lifebuoy equipped with a self-igniting light should be kept at hand ready for use. A heaving line should be kept at hand ready for use if required.

(c) A pilot ladder complying with the provisions of Regulation 17, Chapter V, of the 1960 Safety Convention, should be rigged on deck adjacent to the hoist and available for immediate use.

(d) The position on the ship's side where the hoist will be lowered should be indicated as well as possible.

(e) An adequate protected stowage position should be provided for the portable hoist. In very cold weather to avoid the danger of ice formation, the portable hoist should not be rigged until use is imminent.

(f) The assembly and operation of the pilot hoist should form part of the ship's routine drills.

2.6 **Testing**

(a) Every new pilot hoist should be subjected to an overload test of 2.2 times the working load. During this test the load should be lowered a distance of not less than 5 metres (15 feet).

(b) An operating test of 10 per cent overload should be carried out after installation on board the ship to check the attachment and performance of the hoist to the satisfaction of the Administration.

(c) Subsequent examinations of the hoists under working conditions should be made at each survey for the renewal of the vessel's safety equipment certificate.



## ANNEXE XII

# PROPOSED AMENDMENTS TO REGULATION 17, CHAPTER V OF THE 1960 SAFETY CONVENTION

The proposed text of Regulation 17, as amended, reads:

**Regulation 17**

### Pilot ladders and mechanical pilot hoists

Ships engaged on voyages in the course of which pilots are likely to be employed shall comply with the following requirements:

**(a) Pilot ladders**

(i) The ladder shall be efficient for the purpose of enabling pilots to embark and disembark safely, kept clean and in good order and may be used by officials and other persons while a ship is arriving at or leaving a port.

(ii) The ladder shall be secured in a position so that it is clear from any possible discharges from the ship, that each step rests firmly against the ship's side, that it is clear so far as is practicable of the finer lines of the ship and that the pilot can gain safe and convenient access to the ship after climbing not less than 1.5 metres (5 feet) and not more than 9 metres (30 feet). A single length of ladder shall be used capable of reaching the water from the point of access to the ship: in providing for this due allowance shall be made for all conditions of loading and trim of the ship and for an adverse list of 15°. Whenever the distance from sea level to the point of access to the ship is more than 9 metres (30 feet), access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means.

(iii) The steps of the pilot ladder shall be:

(1) of hardwood, or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or of other suitable material of equivalent characteristics;

(2) not less than 480 millimetres (19 inches) long, 115 millimetres (4½ inches) wide, and 25 millimetres (1 inch) in depth, excluding any non-slip device;

(3) equally spaced not less than 300 millimetres (12 inches) nor more than 380 millimetres (15 inches) apart and be secured in such a manner that they will remain horizontal.

(iv) No pilot ladder shall have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured shall be replaced as soon as reasonably practicable by steps secured in position by the method used in the original construction of the ladder. When any replacement step is secured to the side ropes of the ladder by means of grooves in the sides of the step, such grooves shall be in the longer sides of the step.

(v) The side ropes of the ladder shall consist of two uncovered manilla ropes not less than 60 millimetres (2¼ inches) in circumference on each side. Each rope shall be continuous with no joins below the top step. Two man-ropes properly secured to the ship and not less than 65 millimetres (2½ inches) in circumference and a safety line shall be kept at hand ready for use if required.

(vi) Battens made of hardwood, or other material of equivalent properties, in one piece and not less than 1.80 metres (5 feet 10 inches) long shall be provided at such intervals as will prevent the pilot ladder from twisting. The lowest batten shall be on the fifth step from the bottom of the ladder and the interval between any batten and the next shall not exceed 9 steps.

(vii) Means shall be provided to ensure safe and convenient passage on to or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided. Where such passage is by means of a gateway in the rails or bulwark, adequate handholds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and two handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0.70 metre (2 feet 3 inches) nor more



# The Nautical Institute

## FIRST ANNUAL GENERAL MEETING

The Nautical Institute held its first Annual General Meeting at the Institute of Marine Engineers, 76 Mark Lane, London, on Friday, 27th April, and elected the following officers, including a well-known member of the UKPA Executive Committee:

| | |
|---|---|
| President | Captain Sir George Barnard, Kt, MNI |
| Vice Presidents | Capt J Gulesserian, RFA, MNI<br>Capt G R Hughes, MBE, MNI<br>Vice-Admiral Sir John Martin, KCB, DSC, MNI<br>Capt C A Rhodes, MNI |
| Hon. Treasurer | Capt C W Malins, DSO, DSC, RN, MNI |

### PRESIDENTIAL ADDRESS

Captain Sir George Barnard gave the first Presidential Address in which he outlined the obligations to the community at large of what he believed to be, so far, the only professional institution for qualified mariners in the world.

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*continued from previous page.*

than 0.80 metre (2 feet 7 inches) apart. Each stanchion shall be rigidly secured to the ship's structure at or near its base and also at a higher point, shall be not less than 40 millimetres (1½ inches) in diameter and shall extend not less than 1.20 metres (3 feet 11 inches) above the top of the bulwark.

(viii) Lighting shall be provided at night such that both the pilot ladder overside and also the position where the pilot boards the ship shall be adequately lit. A lifebuoy equipped with a self-igniting light shall be kept at hand ready for use. A heaving line shall be kept at hand ready for use if required.

(ix) Means shall be provided to enable the pilot ladder to be used on either side of the ship.

(x) The rigging of the ladder and the embarkation and disembarkation of a pilot shall be supervised by a responsible officer of the ship.

(xi) Where on any ship constructional features such as rubbing bands would prevent the implementation of any of these provisions, special arrangements shall be made to the satisfaction of the Administration to ensure that persons are able to embark and disembark safely.

**(b) Mechanical pilot hoists**

(i) A mechanical pilot hoist, if provided, and its ancillary equipment shall be of a type approved by the Administration. It shall be of such design and construction as to ensure that the pilot can be embarked and disembarked in a safe manner including a safe access from the hoist to the deck and *vice versa*.

(ii) A pilot ladder complying with the provisions of paragraph (a) of this Regulation shall be kept on deck adjacent to the hoist and available for immediate use.

# APOCRYPHAL TALE OF A WOULD-BE PILOT

*B G Spaldin, Hartlepool Local Secretary, sends this article which appeared in the Hartlepool Mail, on November 30th under Robert Wood's Notebook, for which we gratefully give acknowledgement.*

Hartlepudlians, in my experience, have had a long apprenticeship in the business of listening to themselves being slated by all and sundry about their shortcomings, and their remarkable ability to reply to yelping critics with a thunderous silence hasn't endeared them to those superior persons who think they can come among us as missionaries.

Robert Warwick couldn't exactly be called a stranger, he was a native of the town, but his many years in the Navy put him in a position from which he could take a cold view of the situation, and his many years as chief petty officer lent some authority to the criticisms he passed.

He considered that his fellow townsmen had taken too much lying down:

*"Why these strangers surely think that you*
*are not qualified,*
*And that in you they cannot trust nor yet in*
*you confide,*
*That you are not trustworthy in this your*
*native place,*
*How ever then do you submit to such a foul*
*disgrace?"*

Whether his depth of feeling about the matter upsets his poetical ability it is difficult to say. It may be that he thinks that in a matter of such importance he should say what he has to say in plain English without dressing it up too much in the trappings of poesy. At all events for the next few verses his Muse limped on crutches.

*"But certainly they never can be all of such*
*a kind,*
*There are good men amongst them no doubt*
*but you will find*
*That would willingly assist you and do what*
*good they can,*
*To apply then to those gentlemen is now your*
*only plan.*
*We still have one class that they cannot well*
*turn out,*
*And that is the pilots all clever, bold and*
*stout,*
*Could they their places but supply with any*
*strange men,*
*They would hardly leave them a branch, no*
*not one in ten."*

I must confess that this reference to branches has me completely puzzled. I think he is trying to say if the strangers could have replaced the pilots of Hartlepool with men from elsewhere they would have done so, but, of course, the value of a pilot is his long experience of local weather conditions and his intimate knowledge of the coast and the waters surrounding it and what lies beneath.

**Illiterate**

The pilots may not have been strict academics, and many of them were illiterate, but they were masters of the art of getting ships safely into the harbour at Hartlepool and into the mouth of the River Tees. Sometimes they poked fun at each other's thickheadedness but never before strangers.

There is the apocryphal story of the Hartlepool fisherman who determined to get his pilot's qualification. He was illiterate but in those days practice was considered more important than paper so his examiners took him out in a coble for a practical demonstration of his ability after he had boasted to them that he knew every rock in the bay.

**Silence**

They set him a course to steer and then told him that he had to consider himself the pilot and order any changes in course which he considered necessary for the safety of the vessel.

They sailed on in silence until some of the men in the know began to hold their breath and then, sure enough, 'bump' they hit a rock.

'Surely that was a rock!' someone cried. 'Ay, so it is!' admitted the gallant learner and gave orders that the boat should be underway again.

It wasn't long before there began another uneasy silence, and then 'bump!' the boat smashed into another underwater obstacle. The chief examiner couldn't restrain his indignation. 'Aa thowt ya said ya knew ivvery rock in't bay?' he said accusingly to the would-be pilot. 'Yus! Aa does!' said the bold pilot unperturbed. 'And them's the fust two!'

**Schoolfellow**

Evidently Robert Warwick had met some of his contemporaries who were much the same in their muddleheadedness and taking advantage of his position as an old schoolfellow and fellow mariner, he said what he thought of them:

*'Brave fishermen, believe me, my heart is*
*sorely grieved,*
*To think that you were all so very much*
*deceived,*
*And to let them make of you such Neddy*
*headed yaulps,*
*That you foolishly gave them your old muscle*
*scaulps.'*

If that term 'yaulps' isn't in the dictionary I think it deserves a place, for a more descriptive word I never came across, and what other word could Warwick get to rhyme with 'muscle scalps'?



## Obituaries

### "BERT" BLAKER

Captain A J Blaker, DSC, better known to all as 'Bert', was a Trinity House Pilot at Shoreham from 1925 to 1959 when he retired at the age of 65. During that time he was also Senior Pilot and Local UKPA Secretary for many years.

Shortly after retirement he renewed his connections with the Service by becoming a Sub-Commissioner but again had to retire owing to reaching the age limit.

He was a local man which is a rare occasion, born in Southwick a few hundred yards from the Harbour entrance. The last of the wooden ship and iron men brigade, he belonged to an era when pilots had to own their boats, and row out in all weathers to the ships requiring their services.

Starting his sea-going career in 1909, joining the South Wales Shipping Co, during the 1914-1918 war, he was in command in the minesweeping service of the Dover Patrol and was awarded the Distinguished Service Cross.

Locally, for a period, he became Commodore of one of the Yacht Clubs.

Even after leaving the district for private domestic reasons he always kept in touch with the Shoreham Pilotage Service and visited as often as the opportunity arose even if only for a drink and a chat.

Being one of the most skilful, popular and respected men connected with the Shoreham district, to emulate 'Bert' was a goal a new entrant would try to aim for.

He leaves behind a widow (Scotty) three sons, one daughter, and six grandchildren.

This then was 'Bert' the man and 'Bert' the pilot. Those of the Service who knew him will have only happy thoughts as some of the tales which can be told will raise a smile for many years to come, in fact it is felt that the name 'Bert' will become legendary as far as Shoreham Trinity House Pilotage is concerned.

N Dalton

### BARNETT M COPLAND

Barney Copland, who retired only last July, aged 65, died suddenly in April. He joined the Clyde Pilotage Service in 1942, served on Staff Committees, and was a past pilot member of the Clyde Pilotage Authority. He was Chief Officer of the Donaldson Liner *Athenia* on 3rd September, 1939 when she was the first Allied ship to be sunk by enemy action in World War II. After the *Athenia* had been abandoned it was thought that voices could be heard from the ship. Although she was on the point of sinking, Barney returned to the ship but nobody could be found. He was later awarded the OBE.

### WILLIAM M BAIRD

His many friends will mourn the sudden death on 8th May of William M Baird at the age of 56 years. Bill Baird served on Staff Committees and was also a past pilot member of the Clyde Pilotage Authority. A former Master with the Lyle Shipping Company of Glasgow, he became a Clyde Pilot in 1952. His great hobby was yachting and in this he was one of the most successful helmsmen on the Clyde.

*Reprinted from the 'Western Daily Press', Bristol, Friday, May 25th, 1906.*

# ALIEN PILOTAGE

## THE GOVERNMENT DECISION

## MR HOWELL DAVIES'S BILL

At last the granting of British pilotage certificates to alien captains is to cease. The perseverance of those who have worked for this reform has received its reward, and it is a gratifying coincidence that the long continued agitation which has been carried on by the United Kingdom Pilots' Association from Bristol as its headquarters should finally achieve its purpose through the instrumentality of a Bristol member of Parliament in the person of Mr Howell Davies.

At the opening of Parliament the ballot among members for the privilege of a day to introduce a bill, gave Mr Davies the opportunity of bringing before Parliament any subject he might select, and he decided to take the alien pilotage question as the matter with which to deal in his bill. It is interesting to recall that Mr Davies informed a representative of the 'Western Daily Press', who had an interview with him shortly after he introduced his bill, that his attention was first called to the question by a special article which appeared in this paper some eighteen months ago. The second reading of Mr Davies's bill was fixed for to-day, but during the week he received a communication from Mr Lloyd George, the President of the Board of Trade, informing him that an amendment to the Government Merchant Shipping Bill would be accepted in Committee, and this very satisfactory decision has rendered it unnecessary for Mr Davies to proceed with his bill, which he has accordingly withdrawn.

The action of the Government in deciding that no more British pilotage certificates shall be granted to alien captains is a recognition of the trend of public feeling. The opinion has been steadily growing that the practice followed for many years is open to objection, not only on the ground that there is a national danger in the existence of a considerable body of foreigners having intimate and practical pilotage knowledge of the approaches to our harbours and ports, but also on the ground that it is unjust to deplete the strictly limited incomes of British licensed pilots by granting special privileges to foreigners.

This feeling found expression in unmistakable terms in the speeches which were delivered in the House of Commons on the introduction of the Merchant Shipping Bill by Mr Lloyd George on behalf of the Government. Quite a number of members called attention to the absence from the bill of any proposals regarding alien pilots, and in replying upon the debate Mr Lloyd George said that something might probably be done in the direction desired, subject to there being no international difficulty. Apparently those responsible for the Government measure have satisfied themselves that there is no obstacle in the way of the suggested alteration of the law, and the Board of Trade, with the full concurrence of the Admiralty and the Foreign Office, has at last given its adherence to the principle that no further certificates shall be granted to aliens. The official inertia of the Board of Trade has been a source of irritation to some of those who have been most keenly interested in bringing about this reform, and the fact that this definite step has now been taken is a circumstance which goes to confirm the opinion (for which considerable ground already existed) that Mr Lloyd George is putting unprecedented vigour and determination into the discharge of his duties as President of the Board of Trade.

There can be no doubt that the action taken by the Bristol Pilotage Committee a year or two ago had its effect in influencing the course of events. It will be remembered that when the local Pilotage Committee was faced with the question of granting certificates to foreign captains, the members took a bold line in deciding not to entertain applications from foreigners at all. The Bristol Committee was overruled by the Board of Trade, which exercised its power of granting a certificate over the head of the local authority, but not more than one alien certificate is in force in the port of Bristol, and the question therefore is not so serious for the local pilots as it is on the East Coast, where certificates held by aliens are more numerous. Even a small number of aliens holding certificates may, however, very greatly affect the receipts of the pilots of a port or district, and by permitting any at all it is considered that we are strengthening the intelligence department of foreign countries.

In connection with the local aspect of the matter, it may be noted that among the members backing Mr Howell Davies's bill was Mr Bateman Hope, whose constituency includes Pill, the headquarters of the Bristol pilots. Sir George Newnes, the member for Swansea, was also among the supporters whose names were printed on the bill.

During his short tenure of the Presidency of the Board of Trade the present Lord Salisbury visited Bristol, and a deputation representative of pilots all round the coast placed their views on the alien question before him, but this deputation (like a previous one which had approached Mr Gerald Balfour) was not productive of any result.

Commander George Cawley, RNR, of Bristol, has for many years given devoted service as President of the United Kingdom Pilots' Association to the cause which the British pilots have so much at heart. In a manifesto issued by this association some years ago a striking word picture was given of the services which a pilot renders. It was pointed out that by his aid vessels with their costly cargoes and innumerable precious lives are brought in safety through black nights and through intricate shoals to the ports they seek. To the forecastle seamen, rendered anxious, and even fearful, by thick weather and stormy winds, the heaving in sight of the pilot boat is a spectacle almost as welcome as the first glimpse of the shores of his native country. To the shipmaster and to his officers the coming of the pilot brings a sense of security, a feeling that the vessel is in hands which will surely carry her in safety to her destination. Commander Cawley has been the pilots' pilot. Year after year he has been the guide, as well as to a large extent the moving spirit of the agitation for an alteration of the law allowing aliens to qualify for British pilotage certificates, and he is fully entitled to the satisfaction with which he will be able to adopt a tone different from that of past years in delivering his presidential address at the next annual conference of the United Kingdom Pilots' Association.

S D C



# . . . AS OTHERS SEE US

We are constantly being told that pilots do not get enough publicity, yet the following item in the Mercantile Marine Service Association Reporter (*Postbag*, March 1973) shows that our views are reaching an interested audience.

To keep things fairly in perspective one should remember that about two-thirds of the vessels entering the ports of the United Kingdom are under a foreign flag. To avoid discrimination, real or imaginary, against foreign flags it follows that legislation and byelaws must be general in application.

Captain Sinclair of MMSA has kindly given permission to reproduce this item from their *Postbag:*

**"Pilots**

During the past few years, considerable publicity has been gained by various pilots and pilotage associations for their views on compulsory pilotage, two pilots per ship over 40,000 tons d.wt. and other proposals to increase their influence.

To judge by articles which have appeared in the national press from time to time and even in nautical publications, the pilots have had no small success. In this one can but congratulate them.

However, of late it has become apparent they are further pursuing their

# Coastlines

## Greenock Glows

Mr J M Farmer (Gourock) has sent in a cutting from the Greenock Telegraph which fans local pride in a review of a newly reprinted book, *A Tour Through the Whole Island of Great Britain*, with its favourable comments on the Clyde seamen as pilots. Although the cutting is dated 26th April 1973, the book was first published in the middle of the 18th century.

The author, Daniel Defoe, more famous for *Robinson Crusoe* and *Moll Flanders* was a mystic, an unsuccessful businessman—he went bankrupt twice—a soldier, an outstanding journalist and a Government spy.

His extensive tour of Britain between 1724 and 1761 was conducted partly as a money-maker for a book and partly as an agent for the Government which was poised between the Jacobite rebellions of 1715 and 1745 and wanted to know the atmosphere of a country which was not fully committed to the support of George II and George III.

Describing Clydeside, he wrote,

"The first town of note is called Greenock; 'tis not an ancient place, but seems to be grown up in later years, only by being a good road for ships and where the ships ride that come into and go out from Glasgow, just as ships for London do in the Downs.

"It has a castle to command the road and the town is well built, and has many rich trading families in it.

"It is the chief town on the west of Scotland for the herring fishing and the merchants of Glasgow, who are concerned in the fishery, employ the Greenock vessels for the catching and curing the fish, and for several parts of their other trades, as well as carrying them afterwards abroad to market.

"Their being ready on all hands to go to sea makes the Glasgow merchants often leave their ships in the care of those Greenock men; and why not?

"They are their best seamen; they are also excellent pilots for those difficult seas."

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**. . . As others see us** *(continued)*.

aims by denigrating shipmasters. I have to hand a press report of the annual conference of the U.K. Pilots Association, held in Hull. One London pilot is quoted as saying: 'We shall not be happy until we have seen the absolute control of shipping by professional men . . .' This can only be construed to mean this particular pilot at least considers masters and officers not to be professional men. We have all seen articles in the national press on shipping matters, wherein it is implied—often quite openly—that pilots are the panacea for all ship-handling occasions. The publication of such comments and implications only reduces further the standing of the shipmaster in the eyes of the general public. May I therefore request that the MMSA challenge such sentiments.

Six or seven years ago there appeared a report in various nautical publications, stating a vessel had been beached on the orders of the pilot. As we know, the pilot advises the master, yet so effective has the pilots' campaign been they have even convinced our own press. Another example was a recent article describing a new speed-of-approach installation. It was stated the person using the equipment on the berth, would pass to the pilot of a berthing vessel, that vessel's approach speed. No mention was made of the master responsible for the berthing operation. It was also reported from the pilots' annual conference that they urged in any new income structure their earnings should not be less than the highest paid shipmaster.

May I urge the MMSA to seek a new incomes structure for shipmasters, where our earnings will not be less than one and a half times the highest paid pilot. This to compensate us for our greater responsibility; including those occasions in congested pilotage waters when being advised by someone of unknown talents."



## Berthing at the 19th

Two River Tees pilots, Arnold Lithgo (skipper of the *Seaton Carew*) and Barry Lowe, negotiated Middlesbrough's golf course with a professional disregard for buffeting conditions to win a medal last April. This was the Tees-side Alliance Four-Ball Better-Ball Medal which they captured with a five under par 65 nett against no mean opposition.

Overheard at the bar afterwards, 'The trouble with these mariners is that they do best when there's a bit of pitch and roll on the green.'

## Thomas W Fleming Retires

It is with regret that we have to record the retirement through ill health of Tom Fleming in January of this year. He was taken ill while visiting his daughter in London in June 1972 and has been unable to return to active pilotage. He was a member of the UKPA Executive Committee from 1963 to 1969. A former Blue Star Line Master, he became a Clyde Pilot in 1953. With the encouragement of his Clydeside colleagues, we wish him every possible improvement.

## Trinity House

**Captain R N Mayo, CBE,** whose award was mentioned in our last issue, retired as vice-Chairman of the Board of Trinity House on the 7th May, 1973. Amongst his many activities for the Board, he was Senior Observer at meetings of IMCO for the International Association of Lighthouse Authorities.

**Captain Peter Francis Mason** has been elected an Elder Brother of Trinity House and is expected to take up his appointment as a member of the Board in July 1973, replacing Captain Robert Novis Mayo, CBE.

Captain Mason who was born in London in 1925 started his career as an apprentice with the British Petroleum Tanker Co Limited in 1942. He was promoted Master in 1962 and held command of a number of BP tankers, including *British Loyalty*, *British Guardian* and *British Workman*.

In November 1964, Captain Mason became the Marine Superintendent for BP's North Sea Exploration and had control of all off-shore craft as well as responsibility for the safety and movement of BP Drilling and Production Oil Rigs. In 1972 he became Master of *British Pioneer*, 215,000 dwt and in October of that year was appointed Operational Marine Superintendent.

## Turn-up for Tee-side

Mr W E Guy, Local Secretary of Middlesbrough, sends us news of the big changes being made on Tee-side which we quote with due acknowledgement to the 'Middlesbrough Evening Gazette' and their correspondent Alan Wright.

Dredging work is expected to start within the next two months on a new 50-acre Tees dock and two riverside berths that will eventually be handling as many as 450 tanker movements a year when the Phillips oil complex becomes operational.

This will be the first physical work in preparation for the £100 million oil complex, which is expected to increase river traffic on the Tees by ten per cent.

One of the five new berths to be provided—three berths will be in the inset dock opposite the new Redcar iron ore terminal—will be designed to handle 100,000-ton tankers and the rest 150,000 tonners.

The present maximum size of vessels using the Tees is 85,000 tons.

A Phillips spokesman said that one of the berths would also be equipped to handle tankers taking on natural gas liquids, including propane and butane, which will be separated from the crude oil in a stabilisation plant.

The major dredging programme will also include a new turning circle for the giant tankers near the Seaton Channel—the present turning circle is near Tees Dock—and dredged material from both here and the berths will be used to reclaim land for the process plant, south of the present bird sanctuary, west of Seaton Channel.

Construction of the dock, riverside berths, stabilisation plant and oil tank "farm" will be carried out in conjunction with the laying of the 200-mile long undersea pipeline from the Ekofisk field.

# Local Secretaries

| | | |
|---|---|---|
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| Leith | L. M. Smith | 64 Trinity Road, Edinburgh, 5 |
| London: | | |
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| 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 |
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| Poole | E. S. Haines | Pilot Office, Town Quay, Poole, Dorset |
| Portsmouth | M. Sparkes | Trinity House Pilotage Service, Victoria Pier, Portsmouth |
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| Preston | H. Halsall | Pilotage Office, The Docks, Preston, Lancs. |
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| Teignmouth | A. C. Broom | 6 Marine Terrace, Teignmouth, Devon |
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