



THE PILOT

The official organ
of The United
Kingdom Pilots'
Association

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Association

BEND HER!

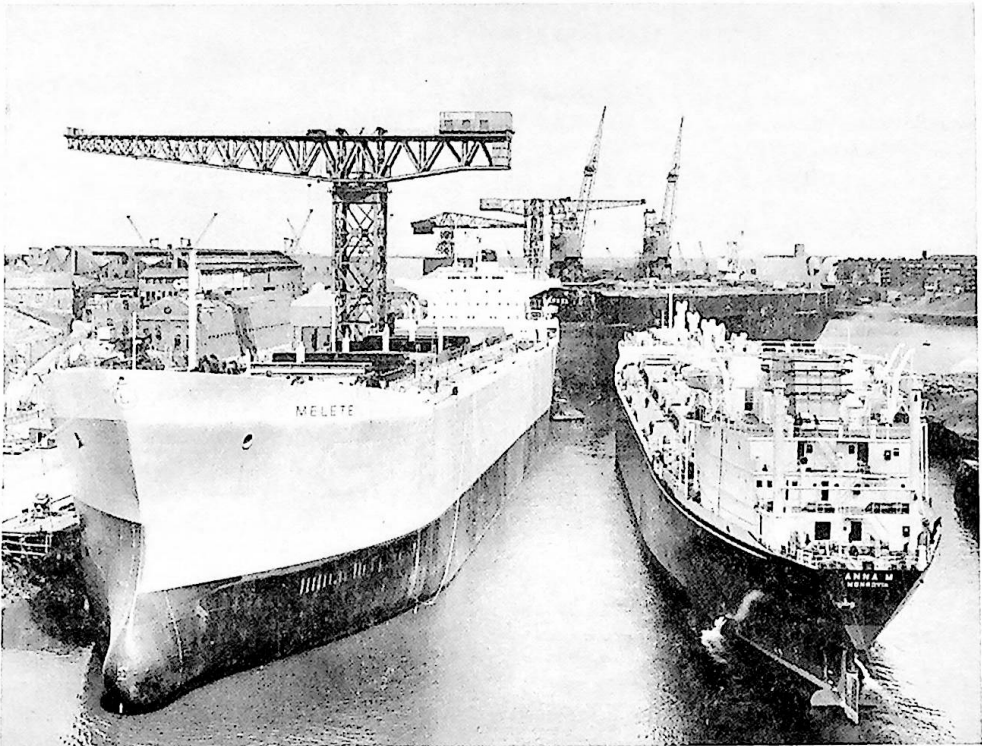


Photo courtesy Echo, Sunderland

Three fine examples of Wear shipbuilding came together on the Wear last July as the SD14 *Anna M* built by Austin and Pickersgill passed the 70,000 dwt Panamax bulk carrier *Melete* and the 150,000 dwt bulk carrier *Aurora* built by Sunderland Shipbuilders, on her way out of the Wear on trials.

INSURANCE

Members are reminded that their insurance company must be notified of any incident, however trivial, within **THIRTY DAYS**.

A Pilot's widow was recently awarded £20,000 under the UKPA personal accident insurance scheme.

UNITED KINGDOM PILOTS' ASSOCIATION
20 Peel Street, London, W8

Officers for 1975/1976

<i>President</i>	The Rt Hon James Callaghan, PC, MP
<i>Honorary vice-Presidents</i> ..	Mr H J Wynn Mr D H Tate MBE Mr T Morgan
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Elected:

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1973	N C Walker (London North Channel) Esplanade House, 32 Kings Quay Street, Harwich, Essex	(Harwich 2224)
1974	J Bennett (South East Wales), Brent Knoll, 92 Port Road East, Barry, Glam.	(Barry 4724)
1974	E N Chambers (Preston), 32 Finsbury Avenue, Lytham St. Annes, Lancs.	(Lytham 5120)
1974	G A Coates (Teesside), 9 Stokesley Road, Marton, Middlesbrough	(Middlesbrough 35236)
1974	J A Hogg (Tyne) 20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear	(North Shields 73864)
1975	K Grant (Southampton), 172 Bassett Green Road, Southampton	(Southampton 69291)
1975	J A Edmondson (Cinque Ports), "Tiroroa", Granville Road, St Margarets Bay, Nr Dover, Kent CT15 6DT	(Dover 852933)
1975	G C Howison (Clyde) 11 McPherson Drive, Gourock, Renfrewshire	(Gourock 31928)

<i>Trustees</i>	S Green A A Holland F Janes
<i>Finance Committee</i>	The two vice-Presidents
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<i>Secretary</i>	Miss Y Blake 20 Peel Street, London, W8 (01-727 1844)
<i>Auditor</i>	T G Harding, FCA. (Messrs Tansley Witt & Co, London)
<i>Editor of "The Pilot"</i>	David Colver

IMCO

IMCO is one of fourteen specialised agencies under the auspices of the United Nations Organisation. Some, such as the Universal Postal Union, with headquarters in Berne, are much older than UNO itself while others are of more recent date. The various agencies have their headquarters in different parts of the world; the International Monetary Fund in Washington, the United Nations Educational, Scientific and Cultural Organisation, Paris, the World Health Organisation, Geneva and the Food and Agriculture Organisation, Rome. IMCO, the Inter-Governmental Maritime Consultative Organisation has its headquarters in London and is the marine branch of UNO.

IMCO's main objective is "to facilitate co-operation among governments on technical matters affecting international shipping, in order to achieve the highest practicable standards of maritime safety and efficiency of navigation". It is responsible for safety at sea; protection of the marine environment through prevention of pollution of the sea caused by ships and other craft; legal matters connected with international shipping; facilitation of international maritime traffic and providing technical assistance in maritime matters to developing countries. It also, when necessary, convenes international conferences on shipping matters and drafts

international conventions or agreements on this subject.

The structural organisation comprises the Assembly, the Council, the Maritime Safety Committee and four subsidiary bodies: Legal, Facilitation, Technical Co-operation and Marine Environment Protection Committee.

The Assembly is the supreme governing body of IMCO and consists of representatives from all member countries, presently 91 plus one country with observer status. It decides the work programme, approves recommendations made by IMCO, votes the budget and approves financial regulations. It elects the IMCO Council and the Maritime Safety Committee and approves the appointment of the Secretary-General.

The Assembly normally meets for two weeks in London, every second year, and the ninth session met in London in November.

The Council consists of representatives of 18 countries who are elected for a two year period. Of the 18 countries six shall be governments of states with the largest interest in providing international shipping services, six shall be governments of other states with the largest interest in seaborne trade and six shall be governments not elected under either of the two preceding qualifications which have special interests

ERRATUM

Page 95 INCOME RESTRUCTURING

In the last paragraph of *Relationship to the Sea Standard*, the last three lines should read as follows:

"pilots' incomes should be within 10% above and 10% below the £9852 per annum figure as at August, 1975."

LIST OF DELEGATES AND OBSERVERS

The list on page 88 should have included

TYNE: J R Phillips, J A Hogg (Executive) deputising for T A Purvis.

in maritime transport or navigation and whose election will ensure the representation of all major geographic areas of the world.

The Council meets twice a year and acts as the governing body between the meetings of the Assembly.

The Maritime Safety Committee, at present, consists of representatives of 16 countries who are elected by the Assembly, and currently includes such countries as Argentina, Canada and Egypt, but not Denmark, the Netherlands or Sweden. Hence, it will be appreciated that the size of a country's merchant fleet, or its importance as a maritime nation, are not necessary factors to ensure election to either the Council or Maritime Safety Committee.

Also attending any or all of these three levels of the IMCO structure are non-governmental organisations whose representatives may submit papers and resolutions and participate in the work of the plenary sessions and working groups, but who have no vote.

The organisations cover a wide range of interests and include: the Oil Companies International Marine Forum, OCIMF; International Association of Classification Societies, IACS; International Shipping Federation, ISF; International Chamber of Shipping, ICS; International Confederation of Free Trade Unions, ICFTU; International Association of Port and Harbours, IAPH; International Association of Lighthouse Authorities, IALA; Friends of the Earth, FOE; International Standards Organisation, ISO; International Union of Marine Insurers, IUMI; plus over twenty others, including, of course, IMPA.

The work of the Maritime Safety Committee, MSC, is that which is of principal concern to IMPA, and its programme is divided between sub-committees appointed to concern themselves in depth with specialised aspects of safety at sea. These sub-committees deal with Safety of Navigation; Life Appliances; Radio-communications; Training; Search and Rescue; Dangerous Goods, Bulk Cargoes; Fire Protection; Design and Equipment; Safety of Fishing Vessels; Tonnage Measurement; Nuclear Ships, etc.

It is in these sub-committees, and in working groups of the sub-committees which are established to deal with one specific item of the agenda, that the technical work is done.

Each sub-committee meets, generally, for about three one-week sessions in each two-year period. At the end of the week a report is prepared for submission to the Maritime Safety Committee. The report contains a summary of the proceedings of the week under each agenda item heading, plus recommendations of a technical nature and draft resolutions.

At the subsequent half-yearly meeting of the MSC the reports are considered and the recommendations and resolutions are open to amendment, although generally such amendments are of an editorial rather than a technical nature.

The MSC then submits its report to the Council and following the Council's approval the report goes to the technical committee of the Assembly and finally to the Assembly itself. At each stage, resolutions are carefully scrutinised and can be subjected to further amendment before final approval.

From time to time IMCO calls conferences to draw up conventions or to revise and update existing conventions by incorporating resolutions and recommendations which have been approved by the Assembly since an earlier convention. Recent examples of these include the Collision Regulations Conference, 1972, the Safety of Life at Sea, SOLAS Conference, 1974, Conference on the Establishment of an International Maritime Satellite System, 1975, and there are plans for future conferences to deal, amongst other things, with Safety of Fishing Vessels, 1977, Search and Rescue and Crew Training, both in 1978, a Legal Conference in 1979 and other conferences are in the pipe-line through to 1982.

The particular sub-committees and their work which concern IMPA are the Safety of Navigation sub-Committee which, bit by bit, is dealing with the IMPA/EMPA tanker recommendations and buoyage; the Life Saving Appliances sub-Committee which is responsible for pilot ladders and hoists; the Ship Design and Equipment sub-Committee which

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HUMAN FACTORS STUDY

In the October 1975 edition of *The Pilot* it was reported that the interdisciplinary study of human factors problems of UK maritime pilotage finally got the 'green light', and an outline of the research aims and draft programme was published. The contract for the two-year study was placed at Birkbeck College (University of London) at the beginning of October. A Steering Committee has been formed to monitor and manage the progress of the research and, ultimately, its findings. The Committee met on January 21st at London University to receive the first progress report from the research team, and will next meet at the University on April 26th. The Steering Committee consists of representatives from the various sponsors, and there is a strong pilotage representation from the UKPA. John Tebay from Liverpool is also sitting on behalf of TGWU pilots, while John Edmonson from Cinque Ports is wearing his IMPA hat. Heinz Wolff of the Medical Research Council has kindly agreed to sit as the project's overall technical and scientific watchdog.

The research team also sits on the Committee, and consists of the project manager, Miss Pat Shipley, Lecturer in Occupational Psychology at Birkbeck College; G Crockford, the project's physiologist; and Miss Angela Spencer, who has

been appointed as the project's full-time research officer and is a graduate in Ergonomics and Mechanical Engineering. Angela is a keen sailor in her spare time. She also spent two years working on an ergonomics bridge design study. Dr Preston of British Airways is acting as medical advisor to the project and Dr Briggs of Harley Street has been asked to conduct the medical examinations.

The medicals with Dr Briggs are now in progress until mid-May. A 15% random sample was drawn from each of the five main Trinity House stations, and about 50 of the total 75 invitations to participate have so far been accepted. Although this two-thirds acceptance rate is fairly typical for voluntary participation in medical studies, it is advisable to come as close as we can to the 75 total to achieve a truly unbiased, scientific, sample if the results are to be completely above criticism. At the time of writing, about 20 men have so far been to see Dr Briggs (some from each station). We will be greatly helped to receive more acceptances to our invitation, since a few of you have not yet replied for one reason or another. Anyone who originally declined the invitation will be welcome with open arms should he change his mind. Should you wish to review your decision and need to discuss the matter please drop us a line or give a ring

(Continued foot of next page)

deals with vessels with sides with unusual features and the Standards and Training of Watchkeepers which recently considered the qualification and training of maritime pilots.

The work of these sub-committees has subsequently to be followed through the MSC, Council and Assembly and, ultimately, for items such as pilot ladders which are to be incorporated into a convention, to a conference.

Following a conference at which the convention is written, each of the countries which signs the convention in due time presents it to its respective government for ratification, a process which takes about two years. When the convention is ratified

by the necessary number of governments owning a pre-determined percentage of the world's gross tonnage, (both of which figures vary from convention to convention), implementation follows, generally, one year later.

Hence it can be seen the work is slow although thorough and much of it is, inevitably perhaps, effected by compromise. Understandably, but regrettably, economics plays a major part in the deliberations, even among many non-governmental organisations, and IMPA is probably one of the very few organisations which may be regarded as having no axe to grind other than that of safety.

JAE

A NETHERLANDS TALE

Dear Mr Colver,

Last month I spent a very pleasant holiday in Holland at the home of a Dutch pilot, and in conversation with him and other Dutch colleagues the accompanying story, which had appeared in the August 1975 edition of VDNL's magazine, *De Nederlandse Loods* was re-told to me and had evidently been much enjoyed by our Dutch opposite numbers.

The story was submitted by Rikkert de Jong, and in the translation, the Dutch pilot responsible has stuck so far as possible to the original text rather than a free translation, and apologises for grammatical errors, errors in punctuation, etc.

Rikkert de Jong has no objection to his story being published in the *Pilot* and indeed he said he would welcome the idea, so if you wish to use it, here it is.

(Continued next page)

(01-580 6622 x 302). We appreciate that volunteering or not for the medical is a very personal matter, but every individual effort could benefit both the individual pilot and pilotage. Complete confidentiality is guaranteed. About two hours is spent with Dr Briggs at Harley Street having a thorough check-up, involving chest X-rays, blood and urine samples, cardiograph at rest and during exercise, and a consultation. If it is wished, a report will be sent to the individual's own doctor.

Later on, it is hoped to accompany some of the men seen by Dr Briggs on highly contrasting pilotage trips, when the pilot will wear a small heart-rate monitor, designed not to interfere with his work at all. We are preparing some means of environmental monitoring during the trip, in parallel with the physiological monitoring, so that we may be able to correlate the data sets afterwards. We hope pilots will be able to help us in the identification of suitable trips. It is because of limited resources that we have to resort to sampling strategies, and the samples need to be as representative and unbiased as we can get them.

Possibly later on we may call on a few volunteers to keep diaries for us over several days, perhaps with the pilot using the heart monitor for himself. We may then be able to establish some relationship between particular pilotage acts and longer periods of a pilot's life, with implications

for rostering, sleeping, eating and other patterns.

Background studies are also planned of conditions and procedures operating in districts outside London, including those whose pilotage authorities are contributing towards the cost of the study. We need to integrate these districts into the whole project to arrive at a comprehensive overall picture of UK pilotage.

In due course, we would like to receive views on pilotage, (primarily by means of tested questionnaire), from as many pilots in the total UK population as are willing. Lastly, work has begun on the setting up of an epidemiology study of sickness and mortality records of all pilots, going back to the war-time period, with a view to determining if there are any significant differences from the norm. Such data will also act as a back-up to the medical study.

The research team will report the progress of the study from time to time in the pages of *The Pilot*, and will always be pleased to hear from anyone at any time with a point of view to express or some literature of interest to the research. It is your profession and your project. Are there any practical changes, of potential benefit to pilots and the community they serve, that can be made?

Pat Shipley
Birkbeck College
25th February 1976

I think you will agree it's a little bit different, and who knows, it may inspire contributions from UKPA members.

Yours sincerely,

John M Hanson
River Thames

A DREAM

On one of the dark nights before Christmas, 1974, I dreamt a strange dream while on board of a ship. And you know how it is, something is bothering you and you want to get it off your chest and that was the case with me.

To start with, that afternoon I was on stand-by in the pilots' waiting room from 1600 hrs. I was none too comfortable because of the noise the builders were making extending the pilot-office next door even further. Luckily I had to go to the pilotboat at 1900, because a large Chinese ship with grain was due to arrive.

With pleasure I left the noisy waiting-room and was put aboard the Chinaman by way of tender and pilotboat. Fortunately everything went smoothly on the pilotboat and exactly two hours before slack water I was on the bridge of my ship.

All the hurry to which we had been put to come on board quickly was in vain, however, because we were not allowed to enter the harbour. The reason being that some ships which had entered without a pilot were blocking the outer harbour and the boats of the harbour service had to give directions to get them to their berth or into the right lock. Until that had been accomplished we would not get permission to enter. To me it was obvious that under the circumstances I would not be able to make the tide and so I decided to drop anchor and wait for the next tide.

The captain rather welcomed the idea of having a few hours of shut-eye first and after having anchored the ship, a berth was prepared for me in the chartroom on the sofa. After a small nightcap I felt myself rapidly entering into the land where it is good for a pilot to be.

The only thing which I remember vaguely was the mate who came to light a joss-stick for the altar which hung over the chartroom table. After a very heavy sleep,

I awoke terribly cold and I could hardly believe my eyes when I found myself on an examination table in an absolutely white room where a man in a white coat was testing my reflexes.

I could hardly move at all because of the piercing cold but could only ask in a whisper: 'What's the matter?'. The white coated gentleman bent over me and said: 'Take it easy pilot, in a few days time you'll be all right and you'll have your wits about you again'. And indeed, gradually I felt better; after a few days my stiffness disappeared and with the aid of the white coated gentleman I was able to move rather well. What puzzled me, however, was the fact that he did not answer any question I put to him and invariably kept saying: 'Wait quietly, presently someone will come to explain everything.'

One morning, about a week after my awakening, a gentleman entered my room. He introduced himself as the Referendary Coldblood, and he told me that it was his task to prepare me mentally for the modifications which had taken place within the pilot-service. To myself, I soon called this Mr Coldblood, the brainwash-referendary. I heaped questions upon this man, but at first he only sat down quietly, looked at me compassionately and answered: 'Pilot, if ever anyone wanted mental guidance, it is you: that follows from the questions you put, and I am glad to have the lofty task to initiate you into the new era'.

While he said that I saw a tear in his eyes; of course I don't know whether it was an icicle. He started off by saying that it would be best if he finished his story first and in case there were more questions to be asked I would then be allowed to do so. This is his story.

It turned out that in 1974 in the Ijmuiden-district many ships had entered and left the harbour without taking a pilot. The

masters of these vessels claimed that for various reasons they could not comply with the 4-hour ETA notice. Now this was of little consequence to the pilot-service because, as you know, the Dutch Pilotage Act is well compiled and ships have to pay the pilotage dues regardless of whether they take a pilot or not. Embroidering on that theme, there was a clever inspector who suggested that if we were to extend the notice for ordering a pilot to 8 weeks, there should not be one ship left that would use a pilot, because no master knows exactly on the hour, 8 weeks in advance, when he will arrive at IJmuiden Roads. The pilot-dues keep coming in any way, so then we can economise in a big way on pilots and everything pertaining to them. This plan was worked out in the deepest of secrecy and in December 1974 it was initiated.

The only drawback was that the Pilotage Act also mentioned that the pilot-service do its utmost to provide a ship with a pilot even if required to do so at 8 weeks notice. They could not do away with this little article of the Pilotage Act, so a few pilots still had to be kept in reserve for such an emergency. It was then decided to deep-freeze 5 pilots: in case a master might insist on having a pilot, there would still be 8 weeks to defrost the man and to re-animate him.

It now fell to me to be the first one to be deep frozen and be defrosted because some very accurate shipmaster had ordered a pilot 8 weeks in advance; hence I was taken out of the freezer, defrosted and now I still had 7 weeks to get used to the new conditions, be brainwashed, follow a small refresher course in manoeuvring, and then pilot the ship.

You will understand that I was absolutely flabbergasted about all I had heard. I was full of questions, which I put to the Referendary immediately. It turned out that in the meantime it was May 1978. Thus I had been deep-frozen for 3½ years and, on June 28, 1978, I had to take a ship from Amsterdam to sea. It turned out to be a Blue Funnel Liner of some 10,000 tons.

From what I heard I got the following impression of the pilot-service anno 1987. The faithfully compiled service-records during 20 years had served their purpose because now they knew exactly which

pilots could skilfully handle a ballpoint pen. The five worst ballpoint handling pilots had been frozen in (you can well imagine my regret, not having filled out my service records more neatly: minor causes have major results). Others went on pension when they reached retiring age: some pilots were made inspector and were put in a nice little room with a view over the breakwaters and were kept busy checking and rechecking little matters.

With a certain pride, the Brainwash-Referendary told me that he had personally developed a unique promotion system. An inspector third class had to fill out so many checklists a week that all the noughts and crosses used up one ballpoint pen: they became an inspector second class when they were using up to two ballpoints a week and three ballpoints a week was honoured with inspectorship first class.

I did not dare to ask about director and higher because I was afraid that the man would burst out into tears. The Pilotcutters were in port of course, but normal sea-watches were kept and, once a week, lowering and hoisting of the pilot's yawl was practised to keep the crews on their toes. But the main engine was moth-balled, because, said Mr Coldblood with a little wink in my direction, these pilotboat-engineers keep on fiddling with those engines and now they cannot foul them up any more. We always have 8 weeks to get the engines ready again. Only the pilot-tender was in full action: every morning it took the mail from the office to the coast-guard-station.

Before all this had come home to me, anno 1974, another week had passed. So we only had 6 weeks left. Also I had heard that after having finished my job, a deep-freeze Referendary with a hypodermic syringe would be standing at the bottom of the pilot ladder to prepare me straight away back for the freezer. But that was to be after another 6 weeks, so who cared?

On the 15th day of my defrosting I was neatly put into a taxi and taken to Den Helder to take my refresher-course. There I was introduced to my trainer. He was a real old Navy quartermaster. At least he wore his hair the same way as Michiel de Ruyter and also the scent of his breath was vaguely familiar to me.

The quartermaster immediately began with my education. It was very difficult, because it was 3 weeks before I could bring a glass to my mouth without spilling a drop. But when that finally was accomplished, my training (according to the quartermaster) was nearly completed because (according to him) that was the first consideration with a pilot.

In his opinion, manoeuvring ships cannot be learned, "You either have it or you haven't", so we did not worry too much about that. However one thing struck me. If together we walked through Den Helder and a MARVA (WREN) passed us, his eye were popping out of his head, whereas mine were not, but that (according to him) was due to a mistake made by the Defrosting-Referendary and he was going to report on it.

Finally the great day had arrived and, on the morning of the 28th of June, 1978, I went by taxi from Den Helder to the Borneo-quay (Blue Funnel berth). Exactly at noon we departed and I must say it was the highlight of my career. I got help from all sides. They had made a complete scenario for the voyage because nothing was left to chance.

For the first time in three years, again a ship with pilot on board in Amsterdam! Schools had the day off and the children stood cheering along the banks of the Y (part of the harbour near the Central Station) when we passed, and the harbour-office was overflowing with people. One figure in tails stood in front bowing his head off, it must have been the burgo-master. Shipping was partly stopped to make certain that nothing went wrong.

What did strike me was the fact that the dockyards were full of damaged ships. In that way the 8 weeks ETA notice had at least provided a lot of work for a lot of people. The Hem-bridge (70 year old railway bridge) was open of course and was festively decorated. During the passage through the North Sea Canal there was even a little plane overhead towing a banner which read: "Keep the Pilot Flag high".

Well colleagues, that is what I did, I did not spill a drop during the whole voyage, which proves once again that at Den Helder they know their business! What moved me deeply was the fact that the Marinierskapel

(Band of the Royal Marines) stood on the Northern Lock at IJmuiden and played beautiful music, eg "Old Pilots Never Die". I was deeply moved by it.

But to make a long story short, the voyage passed off quietly and at 1600 hrs we were outside the breakwaters. The tender came alongside on the port side and on its deck I saw the Deep-freeze Referendary ready with his hypodermic syringe and if that man had not worn such a mean grin on his face I could never have written this story.

This man was obviously no Navy-man, such a man would have known that an officer disembarks on the starboard side (which proves that even the best organizers make mistakes). I decided not to disembark on the port side and dived over the starboard side and awoke with a shattering blow on the chartroom floor of the Chinaman. I had fallen off the sofa.

The mate came running in and asked me if I had hurt myself. I said "No Mr Mate, we Dutch pilots always wake up like that because we make sure of being on our toes by falling on our head". In the meantime the congestion in the outer harbour had been solved and the tide was favourable, so we weighed anchor and went in.

Colleagues, I am glad that I got this story off my chest and I have made up my mind to fill out monthly returns more accurately in future. One never knows. . . .

Santport

Rikkert

Reports and Studies

published by the

National Ports Council

Operational Requirements for a Port
Navigation Service

Published in September 1974

Price £10.00

In view of the considerable increase of traffic both in number and sizes of vessels, the Harwich Harbour Conservancy Board has given consideration to the installation of a Harbour Traffic Management and Navigation Service.

The Board commissioned the National Ports Council to undertake a study to assess the level of requirement for a

Navigation Service at Harwich, and to define the functions and operational requirements, giving general guidelines as to the equipment and manning necessary with approximate capital and running costs of the overall service.

The requirement for a service was examined from three aspects, namely, the views of a wide range of port users, present and predicted flows of traffic including incident and visibility records, and the statutory responsibilities of the Board for the safety of navigation.

The passive and active functions and requirements were established in detail, together with the equipment and manning required to exercise these functions; capital and running costs are included.

Vessel Size in Relation to Port Approach Features

*Published in August 1974**

The National Ports Council were commissioned by the Tees and Hartlepool Port Authority to investigate whether the existing approach would be able to accommodate the increase in size and numbers of vessels, without causing unacceptable delays, or whether the channel should be widened. (*Report No. 4*).

As a follow-on from this, the National Ports Council were asked to carry out a further study to determine the dimensions of the largest vessel able to navigate the Tees approach channel. The method of the study was to determine:

- (i) the maximum beam of a vessel in relation to the width of the channel by quantifying allowances for the factors of Ship Lane, Bank Suction, Cross Currents and Cross Winds;
- (ii) the maximum draught of a vessel in relation to the depth of the approach, by calculating a minimum underkeel clearance including the factors of Squat, Swell, Siltation, and Operational Factors;

*N.B. This report is no longer available separately, but it has been included in *Report No. 1—Port Approach Design*—as an example of the way in which ship behaviour research can be applied.

- (iii) the maximum length of a vessel in relation to the size of the turning circle.

Finally an analysis of the world tanker fleet and ore and ore-oil carriers was made and the dimensional restrictions were converted to ranges of deadweight tonnage.

Ship Behaviour in Confined Waters— Proceedings of a Conference *Published in 1974 Price £7.50*

This publication consists of the proceedings of a conference jointly sponsored by the Chamber of Shipping of the United Kingdom, the National Physical Laboratory and the National Ports Council. The main objectives of the conference were to bring together representatives of research organisations, shipping interests and the port industry to present the conclusions of recent research into the behaviour of ships in confined waters. A forum was thus provided for the exchange of views between those engaged in research and those expected to apply the research results to the practicalities of port and shipping operations.

Papers, together with their discussion, correspondence and authors reply, include such topics as squat, manoeuvring devices, measurement of swept tracks, simulator developments and the application of ship behaviour research in port approach design.

Navigational Aids in Harbours and Port Approaches

Published in January 1972 Price £15.50

In recent years there has been a rapid development in the design of aids to navigation, particularly those based on radio, radar or sonar, and ports are in consequence faced with a wide choice of alternative systems and equipment. The National Ports Council therefore initiated a study of marine navigational aids to assist Lighthouse Authorities, shipowners, equipment manufacturers, and in particular Port Authorities, by producing an assessment of the foreseeable requirements in shipborne and shore based aids to navigation and their associated systems in ports and their approaches.

The report includes a survey of

Coastlines

Falmouth Orange

Although Section 39 of the Pilotage Act of 1912 prescribes that every pilot boat shall have a black hull, modern conditions present a case, in the interests of safety, for easy identification. Falmouth's Trinity House Pilots are taking a lead in pressing for a relaxation, or updating, of this requirement of the Act and have enlisted the help of their MP, Mr David Mudd.

The Act allows for a departure from the designated colour of black only on the consent of the now Department of Trade and Industry. The MP has appealed to the Trade Secretary, Mr Peter Shore, on the grounds that conditions have changed significantly since 1912, that brightly coloured hulls are commonplace for pilot cutters in other parts of the world, and that visual contact and recognition by Coastguards as well as by client vessels contributes to general safety in port approaches.

The new Falmouth cutter, proposed

with a bright orange hull, may well become a pioneer if the Trade Secretary gives permission.

Integration

At a short ceremony in Trinity House, an agreement was signed between the two London Districts of North Channel and Cinque Ports setting up a Common Purse under Byelaws which became effective on January 1st. It is hoped that this may become the forerunner of further integration within the whole London pilotage district.

After two years of hard work by both stations, there is now one inward station, instead of the two previous ones, and the provision of a specialised service for the oil industry.

The former North Channel District covered the area from Harwich to Gravesend and the former Cinque Ports District the channels from Folkestone to Gravesend.

navigational aids both shipborne and land based and a preliminary cost/benefit analysis of the value of navigational aids. The application of this analysis to Port Navigation Services was examined, and a comparison made of the standard of service produced by typical United Kingdom Port Navigation Services with that in certain foreign ports.

Planning for Increased Ship Traffic Through Port Approach Channels (Channel width Study)

Published in 1973 Price £15.00

During the next few years there is likely to be a dramatic increase in the shipment of oil and ore through Teesside. Most of this additional tonnage will be shipped in large bulk carriers and tankers, and this will mean that more and larger ships of these types will use the River Tees in the future. Congestion and delay could easily increase; especially as a one-way system is adopted when large ships are in the channel. The National Ports Council was therefore commissioned by the Tees

and Hartlepool Port Authority to investigate whether the existing channel would be able to accommodate the extra traffic without causing unacceptable delays, or whether the channel should be widened.

The study comprised three parts. First, a survey was made of existing experimental and theoretical work that was concerned with the movement of vessels in confined channels. The factors of importance were examined in the context of the Tees by discussion with the Tees pilots and Harbour Master, and by comparison with existing port practice elsewhere. Second, the one-way system in use was examined to determine whether there were alternative methods of operation that could utilise the channel more efficiently. Finally, future traffic was analysed in more detail, and, in the light of the results of the first two parts of the study, estimates were made of the results that might be expected. It was then possible to compare the future level of delays with the present, and to make recommendations about whether channel widening was justified.

Local Secretaries

Aberdeen	...	H. McKilligan	...	Aberdeen Harbour, North Pier, Aberdeen
Ardrossan	...	A. Caldwell	...	13 Chapelhill Mount, Ardrossan, Ayrshire
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