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# THE PILOT

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Kingdom Pilots'  
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**The Welin Pilot Platform System** (*Fig. 1, see page 135*)

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

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## THE WELIN PILOT PLATFORM SYSTEM

The dramatic increase in size of ships built during the last 10-15 years took both shipyards and owners by surprise. At the shipyards the first thoughts were often that if the ship to be built was three times as large as one previously built, then in a simplified way of thinking, all that needed to be done was to increase correspondingly this or that piece of equipment in strength and size. It was not realized that whilst a 50,000 dwt ship more or less rides the waves, a 300,000 dwt tanker, fully laden, goes through the sea like a battering ram with the result that the decks are more awash than not. Experience emerged that many pieces of equipment were simply washed overboard during the ship's maiden voyage due to insufficient lashing and faulty fittings which could not stand up to the incessant pounding of the seas.

The problems concerning equipment for pilot embarkation were often tackled along the same lines with the result that pilots were asked to climb conventional ladders of up to 20 m and even more. Some sub-contractors to the shipyards appreciated that this could not continue and the pilot hoist was born about 1965.

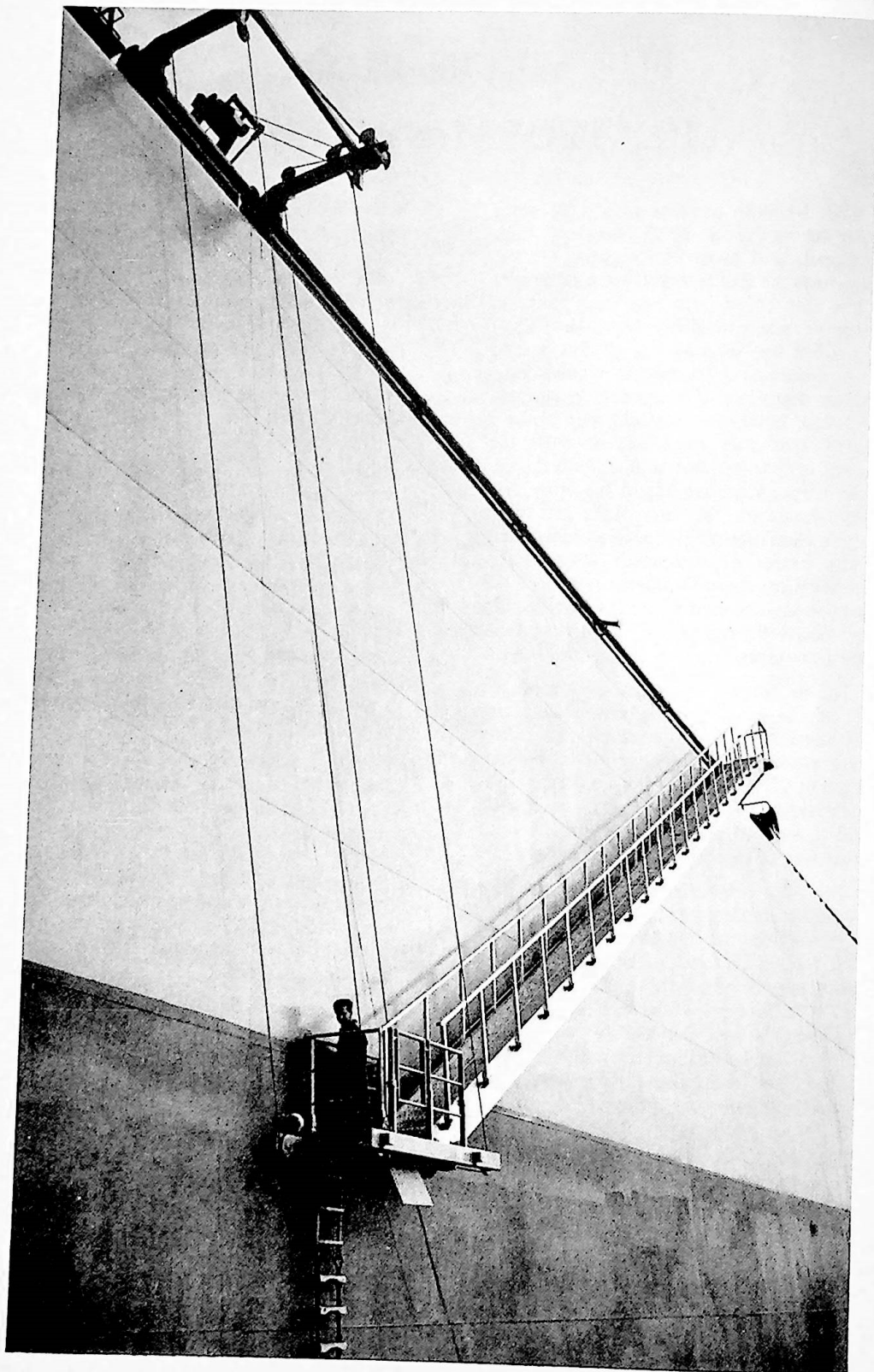
The pilot hoists from different countries were of varied designs but common to them all was that the ladders hung by wires from the main deck. The ladders themselves were originally both of the rigid type and of a hinged or conventional type. It was quickly seen by IMCO that, as no country had any rules and regulations for pilot hoists, recommendations had to be made to channel the different designs and IMCO finally drew up Resolution A.275 (VIII) in 1973. These recommendations put a stop to many dangerous types of hoists and laid down guide-lines as to the design of the rigid ladder on which the pilot was hoisted.

These recommendations have done much good, but they still leave the pilot hoist—irrespective of make—with three big disadvantages, namely—

- (a) When the ladder hangs far below the main deck the spreader on the ladder is of little use, as when the ship lists, the ladder, with the pilot, swings out from the ship's side where it may be caught by the side wind and turned around so that the pilot hangs with his back towards the ship's side. This results in the hoist wires becoming crossed and the pilot hoist as such is therefore partly disabled.
- (b) Unfortunate, but necessary, is the requirement that the winch for the pilot hoist must have more than enough wire to lower the ladder when the ship is at her light water line. As it is very difficult for the man manoeuvring the pilot hoist on deck to judge the position of the ladder, it has happened that the ladder with the pilot standing on it, has been lowered into the water and this has resulted in serious injuries to pilots.
- (c) Finally, should there be a power failure, the pilot can be left hanging, say 10-15 m below the level of the main deck, without any possibility of helping himself. He simply has to stand on the ladder and wait for help. Many pilot hoists do not have any manual type of operation and this again leaves the pilot in a very exposed, not to say dangerous position.

As these various disadvantages have been experienced by pilots, they have reacted more and more forcibly against pilot hoists.

The Welin Davit Company in Sweden became aware of these problems as they themselves have supplied hundreds of ships with pilot hoists. They decided to work on a new system, in the first instance for tankers, where they attached to the lower end of the accommodation ladder a "pilot platform", fitted with a trap-door and a conventional pilot ladder with a maximum length of 9 m—see illustrations 1 and 2. The obvious advantage of this system is that the ladder with the always horizontal pilot



platform is lowered to the operational position before the pilot boat arrives, and the ship's officer in charge has satisfied himself that the equipment is ready for use. The system remains stationary along the ship's side until the pilot himself is onboard the ship. This equipment has been approved by the authorities of many of the nations building large ships after consultation with their respective Pilot Organizations and is now being fitted to several ships. The pilots' experience is very favourable and it is hoped that shipowners will realize that this is the type of equipment for which pilots are looking from a point of view of safety. Furthermore, Welin have arranged the system so that in future the platforms, when in the operational position, will be kept against the ship's side, even when the ship is listing. This means that the conventional ladder on which the pilot climbs from the pilot boat is never very far from the ship's side.

Members of the Trinity House, UK Pilots' Association and the DOT inspected one of these installations last year aboard a large bulk carrier and found that it measured up to their requirements and expectations.

New tanker building has stopped for the moment, but shipyards are now producing more container ships, gas tankers and bulk carriers, especially in the case of bulk carriers, a new problem has arisen as regards the pilot embarkation equipment.

In these ships the accommodation ladders are almost invariably fitted aft, where the ship curves away, and lead forward so that when lowered they reach the quay-side. The position of the ladder meets the full approval of the crews, stevedores and other persons who have occasion to visit the ship, as it eliminates risk of injury due to falling cargo from overhead carriers between hatch and quay.

This accommodation ladder position, however, makes it impossible to use the ladders for pilot embarkation or disembarkation purposes, as the pilots require that the ladder should lead aft and that it should run for its whole length and at all angles against a vertical ship's side. With the ladder positioned aft, as described above, the pilot would have no support against

the ship's side and it would also mean that the pilot boat would not be able to lay against the ship's side when both are moving slowly forward and the pilot is embarking or disembarking. Furthermore, the pilot boat would be dangerously near the ship's propellers. Hence, pilots reject the after position.

A ship with a freeboard of more than 9m must therefore arrange some alternative system for pilots and these include:—

- (1) An extra accommodation ladder fitted mid-ships and leading aft, in its turn connected with a conventional pilot ladder hanging from the main deck. This system has been tried out under varying conditions and must be considered rather primitive as it involves a lot of work for several crew members and at the same time the equipment itself is very difficult to adjust should a last minute alteration be necessary. It is also difficult to guarantee a safe passage for the pilot when transferring between the accommodation ladder and the pilot ladder.
- (2) A pilot hoist which has been dealt with above.
- (3) The pilot platform system. Welin looked upon this design with a view to having it adapted for use only in connection with pilots and it is this system which is shown on pictures 3 and 4.

It will be noted that the design does not differ much from the original accommodation ladder platform system, but there are three distinct differences:—

- (a) The ladder has been replaced by a light frame-work construction.
- (b) The whole system is connected as one unit—davit arms through torque tube to frame work and platform. The construction is so designed that the centre of gravity of the whole unit is far outboard from the torque tube shafting system when in outboard position. This means that the platform is pressed against the ship's side when upright and will stay in this position even if the ship lists up to about 8-10°. (Should the ship heel more than 10°, pilots would probably not consider embarking or disembarking).

Fig. 2. (opposite) General view showing stairway hugging hull and the short pilot ladder.



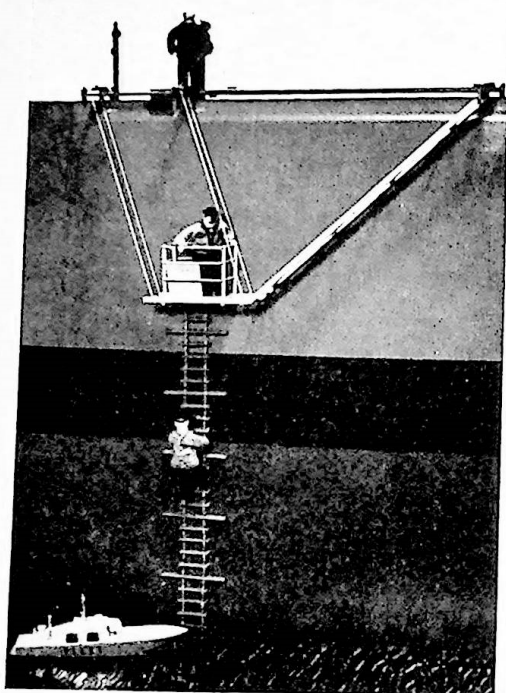


Fig. 3. Ship on even keel.

That the platform is always kept against the ship's side—see picture—is a requirement of pilots which is not always fulfilled under alternative (1) described above.

(c) The pilot platform itself is in principle of the same type as the previous one, though of a lighter construction, and can be fitted with either the 5m or the 9m conventional pilot ladder. The main difference is that after the pilot has climbed up to the platform from his conventional pilot ladder, he no longer walks up the accommodation ladder but stays on the platform together with the ship's officer and is raised to deck level. When disembarking, the platform is again lowered to a suitable height with the ship's officer and pilot on it.

The plans and specifications of this equipment have now been sent by Welins to the different authorities for approval and we understand from the manufacturers that they have reason to believe that it will receive approval.

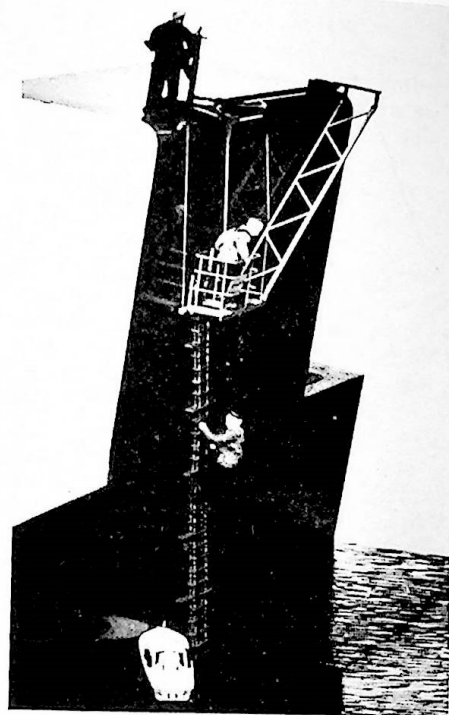


Fig. 4. Ship heeling but platform still pressed against ship's side.

## Obituary

### JOHN BAIN

John Bain passed away on the 15th April 76 in Menston Hospital Nr. Leeds. He had been seriously ill with cancer for 16 months. John was first licensed in 1957 having spent his sea-going career with Ellerman & Papayaanni Lines Ltd. He was a London Channel Pilot from 1957 until he left the service in May 1974 when he took up an appointment with Harris Associates, Marine Consultants. John and his family went to Teheran where the Company were engaged in harbour construction.

John was taken ill when visiting friends in Hartley at Christmas '74. He had been a member of the UKPA Technical sub-Committee and was indeed most interested in this aspect associated with marine pilotage.

He will be remembered and sadly missed by his many friends at the London

Channel Station and elsewhere. He would never see anybody in need and many a trainee was grateful to John for his help and guidance during Pilotage Apprenticeship days. Our sympathy is extended to his wife Jill and family for their sad loss.

PAER

### PERCY SHALLCROSS

It is our sorrowful duty to report the death of Humber Pilot Percy Shallcross, who disappeared whilst boarding the M/V *Excellentia* in Alexandra Dock, Hull, on the night of 12th January. His body was subsequently recovered from the dock on the 23rd February, and a post mortem examination revealed that death was due to natural causes.

Percy was aged 58, and had been a Humber Pilot for 26 years.

He commenced his sea-going career in 1933 as an apprentice with Ellermans City Line, and remained with the company until 1940, when he transferred to the Examination Service. His later wartime experience included sailing in two convoys to Russia, and taking part in the European landings. From 1946 he was with Ellermans Wilson Line until being appointed a Humber Pilot in 1949.

He leaves a widow and two sons, to whom we give commiserations on behalf of his colleagues.

RBC

### KEITH STANLEY BURTON

Keith (Tuffy) Burton collapsed and died of a heart attack whilst playing on the Cleethorpes Golf Course on the morning of the 30th March.

Keith served six years apprenticeship in the Humber Pilot Service before going to sea in 1955. He started at third mate in the Court Line, but spent most of his seagoing time in the Clan Line. He obtained his Master's Certificate in 1962, and was licensed as a Humber Pilot shortly afterwards.

Exceptionally popular, most amiable and seeming to have a permanent smile, Keith was a very youthful looking 42. He had a most serene temperament, and was rarely ruffled, although he sometimes got a little excited when discussing the

vicissitudes of his favourite football team Leeds United, which he travelled hundreds of miles to support.

A true gentleman, sadly missed but never forgotten. Our sympathy goes to his wife and two children.

RBC

### ROBERT MCLEAN

It is with deep regret we record the death, by drowning, on the 6th January 1976, of Milford Haven Pilot Mr Robert McLean.

'Bob' whilst disembarking from the Gulf Oil Tanker *William Larimer Mellon*, landed heavily on the pilot boat and fell overboard. Bob started his sea career on deck with the Canadian Pacific Railway Company and subsequently sailed as an officer with that company before obtaining command with Fisher's of Barrow. He began his pilotage career at Preston in January 1967 and only moved to Milford Haven in August 1974. In the short time that he was at Milford he earned the respect of all his colleagues, not only because of his professional competency, but also because of the keen interest he showed in pilotage affairs generally. The fact that he had started on deck and had yet been in command before becoming a pilot speaks for itself.

Bob leaves a widow, Maisie, and four children, Robert, Helena, Neil and Colin.

BIE





## NEWS FROM THE EXECUTIVE

The following items were considered at the last meeting of the Executive Committee held on 25th/26th March, 1976—

- (i) Consideration was given to a number of items discussed at the last meeting of the Board of Management of the Pilots' National Pension Fund including such matters as the effect on pilots transferring from another District in which their licence would have allowed them to continue until the age of 65 or 70. Also, contribution on gross earnings in excess of £10,000; the Board's refusal to allow Deep Sea Pilots to join the PNPF since they are not licensed under the 1913 Act; and revenue approval of changes of Rules of the PNPF.
- (ii) Discussions took place concerning successful claims for revised new recommended Letch levels of earnings in a number of Districts arising from integration, unification, changed trading conditions and improved productivity.
- (iii) National and local negotiations undertaken by the Secretariat were noted in respect of individual Districts, relating to their work indices, proper numbers and conditions of service.
- (iv) Representations and Objections lodged in respect of Pilotage Orders for existing Districts and proposed new Districts were discussed.
- (v) New draft Rules for the Association were noted.
- (vi) Milford Haven Pilots' recommendations regarding equipment and procedures relating to the embarking and disembarking to and from pilot boats were discussed and passed to the National Technical Committee for further consideration.
- (vii) Correspondence regarding Trinity House interpretation of Working Arrangements for exempting home trade vessels from compulsory pilotage were queried.
- (viii) The problems relating to Deep Sea Pilotage were discussed.
- (ix) Detailed consideration was given to a letter sent to the Secretary of State for Trade reaffirming the views of Conference held on 13th February, 1976.
- (x) Payment of pilotage dues by pilotage certificate holders was considered with a view to progressing Section 18 applications.
- (xi) The implementation of the 40-hour working week was discussed in some detail with a view to arranging a meeting to ensure that all pilots should enjoy the 1856 hour agreement.
- (xii) Careful consideration was given to the restructuring of pilots' earnings on reorganisation in the light of discussions held with the General Council of British Shipping on 23rd March.
- (xiii) An application from Europilots Organisation for UKPA membership was not granted.
- (xiv) Information regarding the Trinity House proposed Pilotage Advisory Board was noted, and consideration was given to the issue of a press statement indicating the views of the Association and reaffirming the Conference Resolution supporting the Central Pilotage Board.
- (xv) Consideration was also given to IMCO Collision Regulations; Holding Objections in respect of Pilotage Byelaws; legal assistance in respect of the late L K Mitchell (Falmouth) and the late C C J Neaves (Cinque Ports); Watermen and Lightermen; APAUK; Legal Claims Insurance; Detention Rates; Emergency Safety Light; EMPA; Pilot Embarkation Platform System; supplementary benefits for Pilots presently retiring; Human Factors Study on Marine Pilotage; IALA Buoyage System; 1976 Conference and the Flushing Soccer Cup.

## STATUS OF INTERNATIONAL CONVENTIONS

as at 30th April, 1976

### International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE 1969) *Not yet in force*

This Convention shall enter into force twenty-four months after the date on which not less than twenty-five Governments of States, the combined merchant fleets of which constitute not less than 65 per cent of the gross tonnage of the world's merchant shipping have become parties to it. As at 30th April 1976 there were twenty-five Contracting Governments whose combined merchant fleets constitute approximately 53 per cent of the gross tonnage of the world's merchant shipping. In addition, four Governments have indicated that they expect to ratify the Convention during 1976. However, ratification by those States would not suffice to meet the requirements for entry into force. It is therefore unlikely that the Convention will enter into force before the second half of 1978.

### International Convention on Load Lines, 1966

*Entry into force: 21st July 1968*

### Amendments to the International Convention on Load Lines, 1966. *Not yet in force*

These amendments will enter into force twelve months after the date on which they have been accepted by two-thirds of the Contracting Governments. The number of acceptances necessary for entry into force is, therefore, at present 52.

- (i) **1971 Amendments**  
The number of acceptances deposited is 16.
- (ii) **1975 Amendments**  
The number of acceptances deposited is 1.

### International Regulations for Preventing Collisions at Sea, 1960 (COLREG 1960)

*Applied since 1st September 1965*

### Convention on the International Regulations for Preventing Collisions at Sea, 1972.

*Not yet in force*

This convention is due to enter into force twelve months after the date on which at least 15 States, the aggregate of whose merchant fleets constitutes not less than 65 per cent by number or by tonnage of the world fleet of vessels of 100 gross tons and over have become parties to it. As at 30th April 1976 the Convention has been ratified, accepted, *etc.*, by 24 States whose combined merchant fleets constitute approximately 64 per cent by tonnage of the world fleet of vessels of 100 gross tons and over. In addition, the Governments of three States have indicated that ratification by them is expected in 1976.

On the basis of this information it can be reasonably assumed that the requirements for entry into force will be satisfied in 1976, thus bringing the Convention into force in 1977.

### International Convention for the Safety of Life at Sea, 1948 (SOLAS 1948)

*Entry into force: 19th November 1952*

### International Convention for the Safety of Life at Sea, 1960 (SOLAS 1960)

*Entry into force: 26th May 1965*

### Amendments to the International Convention for the Safety of Life at Sea, 1960

*Not yet in force*

Each of the amendments can only enter into force twelve months after the date on which it has been accepted by two-thirds of the Contracting Governments including two-thirds of the Governments represented on the IMCO Maritime Safety Committee. The number of acceptances necessary for entry into force is, therefore, at present 62.\*

- (i) **1966 Amendments**  
The number of acceptances deposited is 43.
- (ii) **1967 Amendments**  
The number of acceptances deposited is 32.
- (iii) **1968 Amendment**  
The number of acceptances deposited is 33.

*(Continued at foot of next page)*

\*The fulfilment of the qualification in respect of the Members of the IMCO Maritime Safety Committee can only be established, once the required number of acceptances, is reached, in the light of the composition of the Maritime Safety Committee at that stage.

## BUOYAGE HARMONIZATION FOR UNITED KINGDOM

The International Association of Lighthouse Authorities (IALA) has for several years been seeking a way to reduce the numerous National Maritime Buoyage Systems in use throughout the world.

The problem has been highlighted by the need to mark wrecks in busy waterways such as the Dover Strait and English Channel.

An International Committee was set up by IALA to find a solution and Captain J E Bury and Mr N F Matthews of the Trinity House Lighthouse Service were appointed Chairman and Secretary respectively. Other nations represented on the Committee are from North West Europe, Canada and the USA.

The terms of reference laid down for the Committee include the need for simple, easy to remember rules, using existing equipment as far as possible to reduce cost.

At an early stage it became apparent that it would not be possible to have one single world wide system and therefore it was decided to aim for two. System 'A' to be used in Europe, Africa, India, Australia and most of Asia, System 'B' being used on the North and South American Continents, the Caribbean and parts of Asia. This has to be seen against the background that more than 30 systems exist at present, 9 in N W Europe alone.

The new System 'A' (see Appendix) known as the Combined Lateral and Cardinal System, utilizes principles well known to Mariners where in well defined channels green buoys with green lights will mark the Starboard side and red buoys with red lights the Port. Those members

who wish to see a full set of diagrams showing day and night aspects of the system may obtain these on request to the Secretary and Legal Adviser.

Outlying and well separated dangers will be marked by Cardinal buoys indicating to the mariner the compass direction in which he can find the best water. Cardinal buoys which are black and yellow with distinctive topmarks rely, by night, on very easy to distinguish flashing white lights.

Under the new system, all dangers including wrecks will be marked in a similar fashion. For the future, the mariner will have to learn only 10 simple rules instead of the multiplicity of conflicting rules now in use.

The new system will be introduced progressively over a period of several years to enable the hydrographic chart makers to produce the new charts needed by the mariner.

Introduction of the new system will commence on 14th April, 1977. The first stage will be in one of the most congested areas in the world. On the UK side it is from about Brighton on the South Coast through the Dover Strait to Orfordness on the East Coast. A similar stretch of the French and Belgian Coasts will be dealt with concurrently, over a period of 3-4 months.

The second stage, in the Spring of 1978, will deal with the remainder of the South and East Coasts of the United Kingdom.

The third stage in 1979 will deal with the West Coast of the UK and Ireland.

### (iv) 1969 Amendments

The number of acceptances deposited is 22.

### (v) 1971 Amendments

The number of acceptances deposited is 10.

### (vi) 1973 (General) Amendments

The number of acceptances deposited is 2.

### (vii) 1973 (Grain) Amendment

The number of acceptances deposited is 1.

### International Convention for the Safety of Life at Sea. 1974 (SOLAS) *Not yet in force*

The information available does not provide sufficient ground for estimating the approximate date of entry into force of the Convention.

## IALA MARITIME BUOYAGE SYSTEMS

### System "A"—The combined Cardinal and Lateral System (Red to Port)

#### 1. GENERAL

##### 1.1 Scope

This system applies to all fixed and floating marks (other than lighthouses, sector lights, leading lights, lightships and large navigation buoys) serving to indicate:

- 1.1.1 The lateral limits of navigable channels
- 1.1.2 Natural dangers and other obstructions such as wrecks
- 1.1.3 Other areas or features of importance to the mariner
- 1.1.4 New dangers

##### 1.2 Types of marks

The system of buoyage provides five types of marks which may be used in any combination:

- 1.2.1 Lateral marks used in conjunction with a conventional direction of buoyage, generally used for well defined channels. These marks indicate the port and starboard sides of the route to be followed
- 1.2.2 Cardinal marks, used in conjunction with the mariners' compass, indicate where the mariner may find navigable water
- 1.2.3 Isolated Danger Marks indicating isolated dangers of limited size that have navigable water all around them
- 1.2.4 Safe water marks indicating that there is navigable water all around that position, e.g. mid-channel mark
- 1.2.5 Special marks not primarily intended to assist navigation but indicating an area or feature referred to in nautical documents

##### 1.3 Method of characterising marks

The significance of the mark depends upon one or more of the following features:

- 1.3.1 By night—colour and rhythm of light
- 1.3.2 By day—colour, shape, topmark

#### 2. LATERAL MARKS

##### 2.1 Definition of conventional direction of buoyage

The conventional direction of buoyage may be defined where required, in one of two ways:

- 2.1.1 The general direction taken by the mariner when approaching a harbour, river estuary or other waterway from seaward: or
- 2.1.2 In other areas it should be determined in detail by the appropriate authority in consultation with neighbouring countries. In principle it should follow a clockwise direction around land masses  
In all cases the conventional direction must be indicated in appropriate nautical documents

##### 2.2 Description of Lateral Marks

###### 2.2.1 Port hand:

Colour	— Red
Shape (Buoys)	— Can or Spar
Topmark (if any)	— Single red can
Light (when fitted):	— Colour—Red
	Rhythm—Any

## 2.2.2 Starboard hand:

Colour	— Green <sup>(a)</sup>
Shape (Buoys)	— Conical or spar
Topmark (if any)	— Single green cone <sup>(a)</sup> , point up
Light (when fitted):	— Colour—Green
	Rhythm—Any

2.2.3 Where port or starboard marks do not rely upon can or conical buoy shapes for identification they should, where practicable, carry the appropriate topmark

## 2.2.4 Numbering or lettering

If marks at the sides of a channel are numbered or lettered, the numbering or lettering shall follow the conventional direction of buoyage.

## 3. CARDINAL MARKS

## 3.1 Definition of cardinal quadrants and marks

3.1.1 The four quadrants (North, East, South and West) are bounded by the true bearings NW-NE, NE-SE, SE-SW, SW-NW taken from the point of interest

3.1.2 A cardinal mark is named after the quadrant in which it is placed

3.1.3 The name of a cardinal mark indicates that it should be passed to the named side of the mark

## 3.2 Use of Cardinal Marks

A Cardinal Mark may be used, for example:

3.2.1 To indicate that the deepest water in that area is on the named side of the mark

3.2.2 To indicate the safe side on which to pass a danger

3.2.3 To draw attention to a feature in a channel such as a bend, a junction, a bifurcation, or the end of a shoal

## 3.3 Description of cardinal marks

## 3.3.1 North cardinal marks

Topmark <sup>(b)</sup>	— 2 black cones, one above the other, points upward
Colour	— Black above yellow
Shape	— Pillar or spar
Light (when fitted):	— Colour—White
	Rhythm—VQF <sup>(c)</sup> or QF <sup>(d)</sup>

## 3.3.2 East cardinal mark

Topmark <sup>(b)</sup>	— 2 black cones, one above the other, base to base
Colour	— Black with a single broad horizontal yellow band
Shape	— Pillar or spar
Light (when fitted)	— Colour—White
	Rhythm—VQF (3) every 5 sec. or QF (3) every 10 sec.

## 3.3.3 South Cardinal Mark

Topmark <sup>(b)</sup>	— 2 black cones, one above the other, points downward
Colour	— Yellow above black
Shape	— Pillar or spar
Light (when fitted)	— Colour—White
	Rhythm—VQF (6) + Long flash <sup>(e)</sup> every 10 sec. or QF (6) + Long flash <sup>(e)</sup> every 15 sec.

## 3.3.4 West cardinal mark

Topmark <sup>(b)</sup>	— 2 black cones, one above the other, point to point
Colour	— Yellow with a single broad horizontal black band
Shape	— Pillar or spar
Light (when fitted):	— Colour—White
	Rhythm—VQF (9) every 10 sec. or QF (9) every 15 sec.

## 4. ISOLATED DANGER MARKS

## 4.1 Definition of Isolated Danger Marks

An Isolated Danger Mark is a mark erected on, or moored on or above, an isolated danger which has navigable water all around it.

## 4.2 Description of Isolated Danger Marks

Topmark <sup>(f)</sup>	— 2 black spheres, one above the other
Colour	— Black with one or more broad horizontal red bands
Shape	— Pillar or spar
Light (when fitted):	— Colour—White
	Rhythm—Group flashing (2)

## 5. SAFE WATER MARKS

## 5.1 Definition of Safe Water Marks

Safe water marks serve to indicate that there is navigable water all round the mark; these include centre line marks and mid-channel marks. Such a mark may also be used as an alternative to a Cardinal or a Lateral mark to indicate a landfall.

## 5.2 Description of Safe Water Marks

Colour	— Red and White vertical stripes
Shape	— Spherical, pillar with spherical topmark or spar
Topmark (if any)	— Single red sphere
Light (when fitted):	— Colour—White
	Rhythm—Isophase, Occulting or one long Flash every 10 secs.

## 6. SPECIAL MARKS

## 6.1 Definition of Special Marks

Marks not primarily intended to assist navigation but which indicate a special area or feature referred to in appropriate nautical documents, for example:-

## 6.1.1 Ocean Data Acquisition Systems (ODAS) marks

6.1.2 Traffic Separation Marks where use of conventional channel marking may cause confusion

## 6.1.3 Spoil Ground Marks

## 6.1.4 Military exercise zone marks

## 6.1.5 Cable or pipe line marks

## 6.1.6 Recreation zone marks

## 6.2 Description of special marks

Colour	— Yellow
Shape	— Optional but not conflicting with navigational marks
Topmark (if any)	— Single yellow 'X' shape
Light (when fitted):	— Colour—Yellow
	Rhythm—Any, other than those described in Sections 3, 4 or 5

## 6.3 Additional Special Marks

Special marks other than those listed in paragraph 6.1 and described in paragraph 6.2 may be established by the responsible administration to meet exceptional circumstances. These

(a) Where for exceptional reasons an Authority considers that a green colour is not satisfactory, black may be used.

(b) The double cone topmark is the most important feature of every Cardinal Mark by day, and should be used wherever practicable and be as large as possible with a clear separation between the cones.

(c) VQF = Very quick flashing, i.e. a light flashing at a rate of either 120 or 100 flashes per minute.

(d) QF = Quick flashing, i.e. a light flashing at the rate of either 60 or 50 flashes per minute.

(e) Long Flash = a light appearance of not less than 2 seconds duration.

(f) The double sphere topmark is the most important feature of every isolated danger mark by day, and should be used wherever practicable and be as large as possible with a clear separation between the spheres.



## Coastlines

### Loodservoetbaltoernooi

0930 on Wednesday 21st April and our small but very full areoplane relaxed on to Schipol's runway; it seemed almost unbelievable that, after months of planning and correspondence, a group of Tees pilots in a party of 26 wives and families should have arrived on the Continent to play football against teams with ten years' experience in the tournament. But it looked good, we had a smiling nod from

#### UKPA International Football Team.

Front row: Lowe, Parker, Williams, Salter, Coates, Taylor. Back row: Readman, Young, Blackler, Robinson, Sidgwick, Tillstone.



Immigration, a helpful broadcast from Information and our hosts Dekker and Boekwijt were transformed from formal signatures on letters into welcoming flesh and blood, though in Dekker's case, bone and muscle would be more appropriate. They soon became Johan and Herman and whisked us off to our hotel on the coast where we settled in, had an early lunch and then enjoyed a coach tour of the bulb fields, a visit to the Keukenhof Gardens and an evening marvelling at life in Amsterdam.

Presentation to Mhr Runenberg, President of the Ymuiden Pilots' Sports Club.



additional marks shall not conflict with navigational marks and shall be promulgated in appropriate nautical documents and the International Association of Lighthouse Authorities notified as soon as practicable.

### 7. NEW DANGERS

#### 7.1 Definition of New Dangers

The term "New Danger" is used to describe newly discovered hazards not yet indicated in nautical documents. "New Dangers" include naturally occurring obstructions such as sandbanks or rocks or man made dangers such as wrecks.

#### 7.2 Marking of New Dangers

- 7.2.1 New Dangers shall be marked in accordance with these rules. If the appropriate Authority considers the danger to be especially grave at least one of the marks shall be duplicated as soon as practicable
- 7.2.2 Any lighted mark used for this purpose shall have an appropriate cardinal or lateral VQF or QF light character
- 7.2.3 Any duplicate mark shall be identical to its partner in all respects
- 7.2.4 A duplicate mark may carry a racon, coded "W", showing a signal length of 1 nautical mile on the radar display
- 7.2.5 The duplicate mark may be removed when the appropriate Authority is satisfied that information concerning the new danger has been sufficiently promulgated.

Next day, at the Sports Club, what had seemed to be a good idea in January became horrible reality, a moment of truth as we took the field to uphold the honour of the UKPA. (Our supporters insisted upon last photographs before they were widowed.) The opponents were a team of particularly sturdy North Germans from the Kiel Canal who played straight and true and foiled our best endeavours; result, a draw. A short rest, and on we went against yet another team from Kiel, but this time we knew what to do and managed to slip one in, and one was enough. Next came the home team, Ymuiden/Amsterdam, with Dekker navigating the wing; how could they lose? One was enough for them. We turned straight round, puffing now and leg weary, to play the French, who meant to win, and did, 4-0, with a little help from a Lowe fellow in our team who forgot which goal to kick at. They took the 'Flushing Cup' as well and thoroughly deserved it.

Then, off to a Civic Reception at the Town Hall where the Mayor presented trophies. We learned that we had come about fifth from ten teams and were all awarded the Noordzeekanal Centenary Medal; then, by verdict of the referees and amid tumultuous applause, the gleaming 'Fair Play Trophy' now adorning our Pilot Station. On behalf of the UKPA, we presented our hosts with a picture *At the Mouth of the Tees* which now hangs in the Ymuiden Station.

We moved on to a jolly good dinner and dance where much goodwill was generated and future plans were discussed. (The wise ones gave false addresses, so if fifty foreign pilots arrive in Gravesend, do your best.)

Quite commendable efforts were made at the bacon, eggs, cheese, cold meat and pumpernickel for breakfast next morning, before Amsterdam's curiosities were once more examined. We flew home at 1800 considering the three days well spent, in fact, spent up.

It's in Emden next year; we reckon to go; you please yourselves.

GAC

### New Cutters

Last August, Hartlepool proudly commissioned their new pilot cutter *Crofter*

built by Aqua-Bell of Brundall, near Norwich. With twin steering positions and twin Ford Sabre 120 HP diesels, she has a top speed of 18 and a service speed of 16 knots. A comfortable pilot cabin is in the 10'6" beam by 33' long craft, which has a draft of 3' and is equipped with ITT vhf radio, Decca radar and ESD by Seafarer.

The Shoreham station also rejoice in a new 34 foot GRP vessel by Halmatic of the type described in our October issue.

### £50 Fine for D D

A news report captured our attention, requiring little imagination to assess the danger to shipping: it described how the master of a 385 ton cargo ship which "meandered drunkenly" up the Thames was fined the maximum of £50, with £25 costs, by the Southend Magistrates in January of this year. On the previous day it had run aground off Margate.

The report described how the master was ill and drinking in his bunk at the time whilst the mate was "so young he might be described as a cabin-boy". The mate was at the wheel, had missed a buoy and the river police boarded the ship after its erratic course had been spotted on the radar. With the exception of the master and the mate all the crew were Portuguese but the vessel, operating from Exmouth, was registered in Panama and consequently the master was said not to be subject to the stringencies of the Merchant Shipping Act. The PLA brought the ship's master before the court under the only by-law available to them which refers to navigation of a vessel when unfit by virtue of drink or drugs.

It was said that the magistrate had the power to refer the captain's case to a higher court if he regarded the maximum punishment inadequate. One might cogitate on the comparative punishment if the same man had been found by the police "in charge of" even a stationary motor car. Apart from matters of competency, the safety of congested shipping areas is a function of pilotage irrespective of flags of convenience.

## Local Secretaries

Aberdeen ... ..	A. F. L. Esson ... ..	Aberdeen Harbour Pilots, North Pier, Aberdeen
Ardrossan ... ..	A. Caldwell ... ..	13 Chapelhill Mount, Ardrossan, Ayrshire
Barrow-in-Furness ... ..	A. Macdonald ... ..	10 Infield Gardens, Barrow-in-Furness, Cumbria
Belfast ... ..	W. J. Kirkpatrick ... ..	15 Downshire Gardens, Carrickfergus, Co. Antrim, N. Ireland
Brixham ... ..	R. J. Curtis ... ..	Abri, 31 Gillard Road, Brixham, Devon TQ5 9EG
Clyde ... ..	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 ... ..	Mrs. V. W. Telling ... ..	14 Arwenack Street, Falmouth, Cornwall
River ... ..	J. Timmins ... ..	1 Ponsharden Cottage, Ponsharden, 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 ... ..	B. Tong ... ..	126 High Street, Hook, Nr. Goole, Yorks.
Grangemouth ... ..	I. H. Wall ... ..	8 Maryflats Place, Grangemouth, Stirlingshire
Hartlepool ... ..	B. G. Spaldin ... ..	24 Kesteven Road, Fens Estate, West Hartlepool
Hull ... ..	R. B. Campbell ... ..	25 Taylors Avenue, Cleethorpe s, South Humberside.
Inverness ... ..	T. H. MacDonald ... ..	Nyhavn, 14 Leys Park, Inverness
Ipswich ... ..	D. A. Ingham ... ..	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP
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 ... ..	A. R. Boddy ... ..	The White House, Rectory Road, Little Oakley, Harwich, Essex
Londonderry ... ..	C. J. McCann ... ..	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft ... ..	W. Craig ... ..	9 Priors Close, Lowestoft, Suffolk NR32 4LF
Milford Haven ... ..	B. I. Evans ... ..	Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Pems.
Neath ... ..	A. Boshier ... ..	24 Thorney Road, Baglan, Port Talbot, Glam.
Par ... ..	R. F. Dunn ... ..	Hillmere, 7 Polmear Road, Par, Cornwall
Peterhead ... ..	O. Signorini ... ..	9 Lower Grange, Peterhead, Aberdeenshire
Plymouth ... ..	P. J. Clear ... ..	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole ... ..	E. S. Haines ... ..	Pilot Office, Town Quay, Poole, Dorset
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 ... ..	92 St. Johns Street, Hayle, Cornwall
Shoreham ... ..	E. Wray ... ..	Shoreham Pilotage Service, Watch House, Beach Road, Portslade, Brighton, Sussex
Southampton ... ..	{ K. E. Powell ... ..	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
and Isle of Wight ... ..	{ A. D. Foulkes ... ..	
South East Wales ... ..	E. F. Williams ... ..	39 Arles Road, Ely, Cardiff, CF5 5AN
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 ... ..	S. C. Hook ... ..	7 Ivy Lane, Teignmouth, Devon
Tees ... ..	W. E. Guy ... ..	25 Wheatley Close, Acklam, Middlesbrough
Trent ... ..	W. L. Smedley ... ..	257 Beverley Road, Kirkella, Nr. Hull, E. Yorks
Tyne ... ..	J. A. Hogg ... ..	20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear
Wisbech ... ..	T. Harris ... ..	3 Baxter Close, Wisbech, Cambs.
Workington ... ..	M. Ditchburn ... ..	68 Loop Road North, Whitehaven, Cumberland
Yarmouth ... ..	D. Pearson ... ..	Pilot Office, Pavilion Road, Gorleston-on-Sea, Norfolk.