

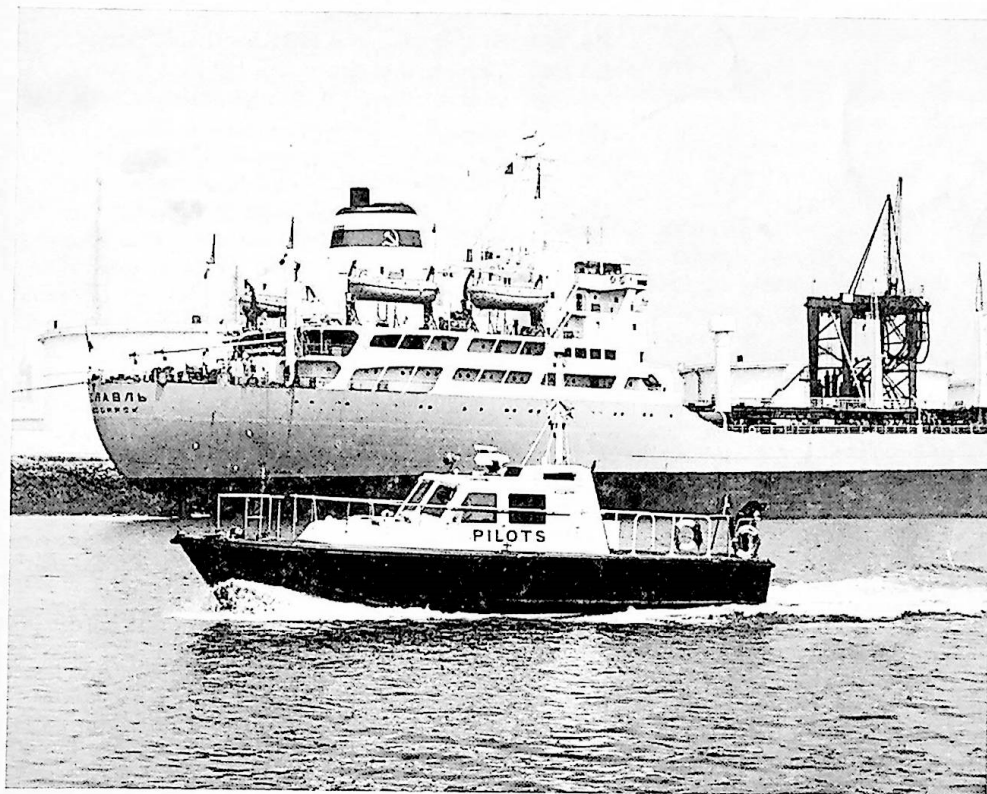


# THE PILOT

No. 183 (Vol. 50. No. 4)

October 1977

The official organ  
of The United  
Kingdom Pilots'  
Association



## *Roseberry*—Tees Pilots' New Poseidon Cutter

Tees Pilots' second Tyler Poseidon fast cutter is now in service. The Tees Pilot Cutter Company is modernising its fleet because of the growing number and tonnage of ships using the Tees.

This year, exports of oil piped to Middlesbrough from the Ekofisk field will generate 500 movements of tankers of up to 70,000 tonnes deadweight. Next year the number of tanker movements will approach 600 and the pilots will also have to service tankers which will export liquid gas derived from North Sea oilfields.

The Poseidon hulls were designed by G L Watson and Company and are similar to the hull of the Arun class lifeboat, with the addition of a "ragged chine" to improve performance in a seaway. The sea-keeping capability of *High Force* was one of the reasons why Tees Pilots chose a second, albeit slightly smaller, Poseidon when an additional cutter became necessary.

Tees Pilots also operate two 54' (16.4 m) MFV-type, timber-built, cutters but one of these is likely to be sold after *Roseberry* has been commissioned.

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(01-727 1844)

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used in conjunction with Pilot Ladders for the Embarkation and Disembarkation of Pilots

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- (c) the accommodation ladder shall be of rigid construction and be so fitted as to be easily and rapidly rigged;
- (d) the length of the accommodation ladder shall be sufficient to ensure that its degree of slope does not exceed 45 degrees when the vessel is in minimum ballast condition;
- (e) the accommodation ladders shall be suspended from two separate wires at each point of suspension;
- (f) the lower platform shall be at the after end of the accommodation ladder and at a distance of at least 45 metres from the point where the vessel's lines begin to fine away when in minimum ballast condition;

- (g) the lowermost platform of the accommodation ladder shall remain horizontal at all times;
- (h) all platforms, treads and steps shall be self-levelling and treated with anti-skid material;
- (i) the ladder and platforms shall be equipped on both sides with stanchions and rigid handrails. If handropes are used they shall be properly secured and tight. The vertical space between the outboard handrail or handrope and the steps of the ladder shall be fitted with either another handrope or a net, or, in the case of accommodation ladders fitted with permanent stanchions, a protective bar;
- (j) means shall be provided to prevent the pilot craft from under-riding the lower platform;
- (k) when a conventional pilot ladder is used in conjunction with the accommodation ladder, it shall be rigged just abaft the lower platform of the accommodation ladder. The fore part of the pilot ladder must be firmly attached to the lower platform and to the inner handrail or handrope to allow safe access between the pilot ladder and the accommodation ladder. The pilot ladder shall extend at least 2 metres above the lower platform of the accommodation ladder;
- (l) if a trap door is fitted in the lower platform to allow access from and to the pilot ladder, it shall be of suitable dimensions and the pilot ladder shall be secured to the lower platform. In this case the after part of the lower platform must also be fitted with handrails. The pilot ladder must extend above the lower platform to the upper handrail with adequate handholds;
- (m) a competent crew member shall always be in attendance at the bottom of the accommodation ladder to assist the pilot when embarking or disembarking;
- (n) lighting shall be provided at night such that the full length of the ladder shall be adequately lit;
- (o) the accommodation ladders fitted shall be approved by the Administration of the vessel's flag State."

The sub-Committee, recalling that it had

prepared the draft of Resolution A.332 (IX) at the request of the Maritime Safety Committee, agreed that Resolution A.332 (IX) required amplification. Taking into account the detailed proposals made by IMPA, the sub-Committee prepared a revised text for approval by the Committee and subsequent adoption by the Assembly. The following new text, when adopted, is intended to replace Resolution A.332 (IX).

"1. In all ships where the distance from sea level to the point of access to, or egress from, the ship exceeds 9 metres, and when it is intended to embark and disembark pilots by means of the accommodation ladder in conjunction with a pilot ladder, the ship should carry an accommodation ladder on each side, unless such accommodation ladder is capable of being transferred.

2. The ladder should be sited leading aft. When in use, the lower end of the ladder should rest firmly against the ship's side within the parallel body length of the ship and within the mid-ship half section and clear of all discharges.

3. The length of the accommodation ladder should be sufficient to ensure that its degree of slope does not exceed 55 degrees.

4. The lower platform of the accommodation ladder should be in a horizontal position when in use.

5. Intermediate platforms, if fitted, should be self-levelling. Treads and steps of the accommodation ladder should be so designed that an adequate and safe foothold is given at the operative angles.

6. The ladder and platforms should be equipped on both sides with stanchions and rigid handrails, but if handropes are used they should be tight and properly secured. The vertical space between the handrail or handrope and the stringers of the ladder should be securely fenced.

7. The pilot ladder should be rigged immediately adjacent to the lower platform of the accommodation ladder and the upper end should extend at least 2 metres above the lower platform.

8. Lighting should be provided at night such that the full length of the ladder is adequately lit.

## PILOT BOAT SAFETY

John Parry (*Port Talbot*)

*Following the Milford Haven paper in our April issue, Mr Parry was stimulated to express some divergent professional opinion. A consensus of views from pilots can be of value in formulating recommendations and the Editor would welcome letters or articles presenting practical and significant aspects of safety.*

This subject falls into two parts which are to some extent linked together.

1. The safety of the Pilot transferring from cutter to ship and *vice versa*.
2. The safety of the boat crew moving around the cutter.

The equipment of the pilot cutter should be so designed towards preventing occurrence of an accident as well as to enable the pilot to help himself as much as possible. However, proper provision must be made for recovery after an accident has occurred.

Every pilot cutter service has its own peculiarities, with particular parts of the operation carrying more danger than others. This depends on the type of cutter, the type of vessel the pilot is boarding, or landing from, and of course the weather conditions and the amount of shelter that can be provided for the craft coming alongside the ship. No one type of pilot cutter can be designed to meet fully all the safety criteria required in every district of the UK: the best persons to decide on the proper type of cutter to be provided are the pilots operating from the cutter; after all their lives are the ones most at risk!

*(Continued from opposite page)*

9. If a trap door is fitted in the lower platform to allow access from and to the pilot ladder, the aperture should be not less than 750×750 mm. In this case the after part of the lower platform should also be fenced as in paragraph 6, and the pilot ladder should extend above the lower platform to the height of the handrail.

10. The accommodation ladder(s), together with any suspension arrangements or attachments, fitted and intended for use in accordance with this Recommendation should be to the satisfaction of the Administration."

Transferring from the pilot cutter to the vessel is a dangerous operation but, in my experience, the reverse operation, landing from the vessel to the cutter, is even more so. The vessel being usually a comparatively stable platform, while the pilot cutter is not, it is while carrying out these operations that the pilot is most likely to come to grief.

During the transfer either way, the pilot should be able to retain his hold, with hand and foot, on the vessel he is leaving until he has a secure hold, with hand and foot, on the vessel he is boarding. At no time should he have to jump, in the hope of securing a hold when he lands, and he should not have to rely on a crew member, who will be concerned with his own safety, catching him.

There are no doubt several methods of providing this facility, but I am only qualified to describe the methods used in the Bristol Channel services. They are not precisely the same in every district in the Channel, but follow the same general lines. For the purpose of these observations I do not consider Milford Haven a Bristol Channel port, mainly because pilotage tradition in Milford has developed along different lines to that in the other districts in the Channel. The Bristol Channel cutters all have side grab rails and, in the opinion of pilots in this part of the world, it is this grab rail that makes her a pilot cutter, no matter what other equipment the boat carries: if she does not have this rail, she is definitely not a pilot boat.

This rail takes the form of a number of stanchions, about 6' apart and with rings at the top, placed along both sides of the boat. On boats with bulwarks, the tops of these stanchions are 4' 3" to 4' 6" above the bulwarks; on boats without bulwarks, a similar height above the deck. Rove through the rings at the top of the stan-

chions is either a rope or a served steel wire and each end stanchion has a stay, with turnbuckle or bottle screw for setting up the proper tension. (Some districts prefer the ridge wire or rope to be more taut than others.)

The footings of the stanchions are set inboard sufficiently, and the stanchions are angled inboard sufficiently, to allow a pilot to stand outboard of the rail with the wire or rope under his armpit. During the boarding operation, he retains his handhold on the wire and his foothold on deck or bulwark, until he has a hand and foothold on the ship's ladder and *vice versa* when coming the opposite way.

In heavy swell conditions, in which we frequently operate at Port Talbot, the timing of the transfer and the positioning of the ship are all important.

The ship being boarded or landed from must be placed with the swell slightly on one quarter, or slightly on one bow, the cutter coming to the lee side. The ship and cutter both being subject to movement in the longitudinal direction, if the vessel is rolling the cutter does not go alongside.

During boarding, as the cutter rises on the swell alongside the ship and reaches the top of the swell, the pilot steps over to the ladder. The cutter falls away from him and, before the cutter rises on the next swell, he has climbed clear and abroad.

During landing, the pilot waits on the ladder at the appropriate place and, as the cutter rises toward him, he steps across

just before she reaches the top of the swell, as she is still rising. To attempt the transfer while the cutter is falling is to seek trouble.

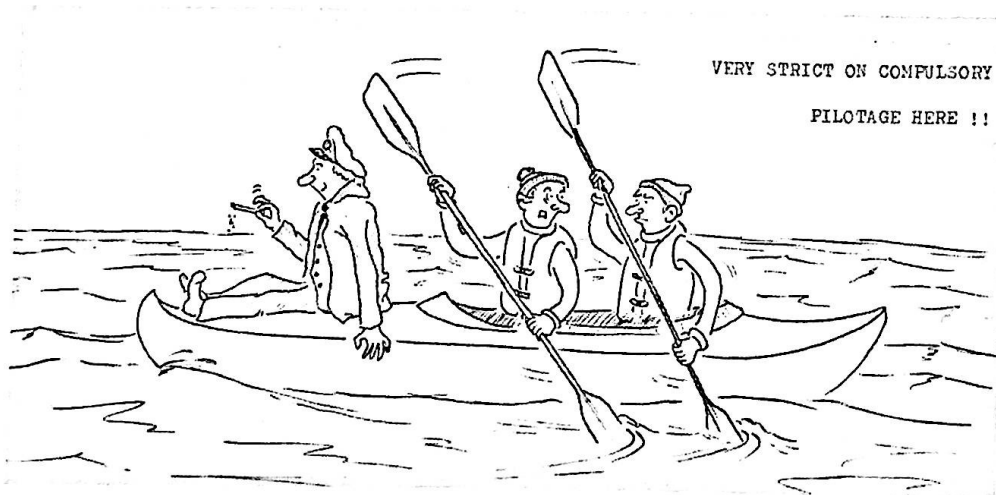
The point has been made that pilots would fear being struck by one of the stanchions, or being trapped by the ridge wire during this operation but, if the stanchions are placed properly on the boat with the ridge wire at the proper tension, the vessel placed in position and the timing right, we in Port Talbot have never found this to be a danger.

Presently at Port Talbot we handle ships from about 50,000 tons DWT to 170,000 tons DWT, all large ships, but prior to 1970 we handled vessels from the smallest up to 10,000 tons DWT, all boarded and landed safely from a cutter with side grab rails.

During the inquest on the Milford Haven pilot lost last year, it was reported that he actually landed on the cutter and then fell backwards towards the stern and overboard. I venture to suggest that, had there been a sidegrab rail on this boat, he would have been holding the grab rail and would not have fallen. Once he had ducked under the rail and moved inboard, if he had then fallen, the rail would have prevented him going overboard.

The presence of this outboard rail also makes the deck a safer place for members of the cutter crew to move about on but it does not do away with the necessity for inboard rails carried on the deck housing.

It is significant that in the seven cases of men going overboard from pilot launches



## NEWS FROM THE EXECUTIVE

Members of the Executive considered the following matters at their meeting held on 8th and 9th June, 1977:

### 1. Advisory Committee on Pilotage

Various recommendations of the SCOP Report which were now being translated by ACOP for the purposes of drafting legislation were considered at length, with particular reference to reorganisation of pilotage authorities, pilotage certificates, pilotage commissioners, compulsory pilotage and HM ships.

### 2. Annual Summary of Pilotage Returns

A letter had been received from the Department of Trade enquiring whether the information given on the Annual Summary of Pilotage Returns should be continued, or whether it was sufficiently comprehensive, or whether the summary could be improved.

It was decided that the Summary of Pilotage Returns should continue to be produced as this was the only means by which any sort of information could be obtained.

That the Summary could be improved since in its present form it gave an incomplete and sometimes misleading picture.

(Continued from opposite page)

in the last ten years, the five fatalities occurred when the men were lost sight of in the water. This seems to indicate the need for clothing with a high visibility range, possibly life jackets made of international orange material, and self igniting lights for night time. There would also seem to be the need for some form of survival suit to be worn by all personnel, to reduce shock and exposure and lengthen the survival time of the casualty in the water, although I am sure there would be problems in persuading people to wear such clothing.

The new pilot launch to be built for use at Port Talbot will be fitted with side grab rails, transom steps and a stainless steel davit beside the steps, fitted with a hand operated winch and a permanently rove single line through a block at the davit head, to enable the casualty to be drawn towards the transom steps.

### 3. Matters Arising in Districts

#### (i) Aberdeen

It was reported that amongst the many problems dealt with on behalf of the Aberdeen Pilots were the level of earnings, the proper number, objections to byelaws, manning of pilot boats, pilotage certificates, incorrect returns to the Department of Trade by the Pilotage Authority, and a formal complaint against the Pilotage Authority under Section 27 of the 1913 Act for improperly exercising their powers in respect of the grant of pilotage certificates. The problems were endless and the need for reorganisations of the pilotage administration in Aberdeen was urgent.

#### (ii) Belfast

Amongst the numerous queries dealt with from Belfast one was of general interest. The issue related to a letter from the Pilotage Superintendent addressed to all Belfast Pilots, requesting them to take on the responsibilities of a Berthing Master because of the reduction in their numbers. The Belfast Pilots were advised of their legal rights; in particular the question of additional remuneration in respect of such additional responsibilities falling outside the scope of their licences to pilot ships. Advice had also been given on a series of grievances and the extent to which the UKPA would be prepared to help should the Pilotage Authority fail to reach agreement with the Pilots.

#### (iii) Clyde

It was reported that the Clyde Pilots' earnings had fallen below the 10% toleration and that, after a lengthy correspondence culminating in a meeting with the Authority, byelaws had been submitted to the Department of Trade.

#### (iv) Falmouth

One of the queries related to proposals for revising the mooring and unmooring charges. It was noted that Trinity House had approved the

building of a 56' 0" replacement cutter for Falmouth at a cost of £134,000.

(v) **Forth**

The settlement of the claims of the Forth Pilots for a revision of their Letch recommended level of earnings, on the grounds of productivity and a change in the character of the trade of the district, had been the subject of meetings and lengthy correspondence. One of the conditions imposed by the GCBS, which was not acceptable to the pilots, was the period over which the progressive increased manning to within 10% of the proper number would be achieved. Further consideration would be given to the General Council's revised offer.

(vi) **Gloucester**

Reference was made to an incident in which a Gloucester Pilot had suffered a serious leg injury when embarking on the Pilot Cutter. The UKPA assisted the member concerned in formulating the grounds for a legal case under DAS Legal Expenses Insurance.

(vii) **Hartlepool**

UKPA had lodged a claim under the Letch Agreement for a review of the recommended earnings of the Hartlepool District and a meeting had been arranged with the General Council of British Shipping to consider the claim in greater detail. The claim had been supported by the Pilotage Authority.

(viii) **Humber**

Following the submission of a claim under para 6(ii) of the Letch Agreement for a further review of the Letch recommended earnings of the Humber Pilots, the General Council of British Shipping had proposed that the claim should be deferred and considered in the light of a "possible package settlement" to be related to a revised Work Index. The UKPA had advised the GCBS that the claim was distinct and separate from any other issues and requested that the claim be quantified

on the basis of the GCBS acceptance that "some award might be considered".

(ix) **Milford Haven**

Reference was made to the long outstanding case for a revised Work Index for the Milford Haven Pilots. Following a number of meetings, a Work Index had been agreed on a "without prejudice" basis subject to further evidence being produced. Detailed records were submitted for the consideration of the General Council of British Shipping and, after a lapse of many months, a further meeting had been arranged with the GCBS. This had resulted in further correspondence and, although some of the points made by the GCBS were acceptable to the Milford Pilots, the Work Index which continues to be accepted by Pilots and shipowners on an "interim basis" has yet to be resolved.

(x) **Preston**

A brief outline was given of the position of the Preston Port and the NPC's report assessing the alternative costs of closing the port and of continuing operations. Following the intervention of the Government, there was a ray of hope in averting the closure of the port. In the meantime, Trinity House had advised the UKPA that they had written to the Borough of Preston suggesting a follow-up meeting to the one held at the UKPA offices to discuss the effects on pilots' earnings and other matters.

(xi) **Orkneys**

Following the visit to the Orkneys Pilots, it was reported that the additional allowance in respect of overtime had been approved by the Orkney Islands Council acting as the statutory Pilotage Authority. It had also been agreed that the designation should henceforth be "Marine Officers/Pilots" on the basis that they undertook harbour duties other than pilotage.

(xii) **Peterhead**

Reference was made to a meeting arranged by the Department of

Trade at Peterhead to consider the various objections lodged by the UKPA and other interests against the Peterhead Pilotage (Amendment) Order and the proposed byelaws. The UKPA was represented at the meeting, the upshot of which was to give the present Pilotage Authority a chance to operate under a Memorandum of Understanding with a view to a new Pilotage Order being implemented not later than 1st January, 1978.

(xiii) **Port Talbot**

After a meeting with the Port Talbot Pilots, immediately following the three-month strike which had adversely affected the earnings of the Pilots, the UKPA had lodged an application for the upgrading of their Letch figure, with a request for a meeting with the General Council of British Shipping to discuss other relevant points.

(xiv) **South East Wales**

The UKPA was represented at a meeting in Cardiff in respect of dock pilotage. The outcome of the meeting resulted in the setting up of a Working Party to examine all the aspects affected by dock pilotage. The UKPA had suggested that the Working Party should also examine complete integration of dock and channel pilotage and that the proposals (if any) be considered by a full meeting.

(xv) **Shoreham**

A meeting between the Department of Trade, General Council of British Shipping and UKPA took place on 13th May, 1977. The discussions failed to budge the DOT on the need to further increase the rates to provide the proper number of pilots at Shoreham because of the Government's pay policy, stage II. The UKPA had been assured by the Department of Trade that the Shoreham case would be considered as a matter of priority under any future pay policy.

(xvi) **Sullom Voe**

The UKPA was represented at a meeting with the Shetland Islands

Council which had been called by the Department of Trade. The meeting concentrated on two main topics—conditions of service of the future pilots and the responsibilities and liability of the Pilotage Authority. Other points were discussed and a closer rapport was established with the Authority.

(xvii) **Blyth**

It was reported that the interpretation of Byelaw 2(b) of the Blyth Byelaws had given rise to a great deal of correspondence and discussion. The Department of Trade had taken the view that the particular byelaw could be interpreted widely enough to cover the appointment of a candidate who, notwithstanding the age bar, had previously held a licence.

#### 4. Legal Cases

(i) **B Rudd (Yarmouth)**

The solicitors into whose hands the case had been placed had issued a writ.

(ii) **C M O'Donnell (Londonderry)**

Shell (UK) had now written asking for an assessment of damages claimed on behalf of Mr O'Donnell.

(iii) **R J Williams (North Channel)**

A great deal of difficulty had been experienced in getting the Russian shipowners of the *Khudozhnik Zhukov* to answer the claim for damages. The Anglo-Soviet Shipping Company in London would be progressing the claim.

#### 5. Miscellaneous Matters

Consideration was given to matters arising from the Safety of Navigation Committee; the Merchant Shipping (Certification of Deck Officers Regulations, 1977); Trinity House Pilotage Advisory Board; European Meeting on Pilotage; Pilots' National Pension Fund Board of Management decisions; Pilots' National Committee for Pensions meeting held on 2nd May, 1977; PNPf Revenue Committee decisions with particular reference to obtaining Counsel's Opinion, preferably from the Senior Leader of the Revenue Bar, on matters arising from the decision taken by the Inland Revenue that the Fund cannot be approved under the

(Continued at foot of next page)

## A Brief History of THE TEES AND ITS PILOTS' SERVICE

L Sidgwick

The River Tees rises on the East side of Cross Fell in the County of Cumberland and flows for 97 miles to the North Sea. Passing between the Counties of Yorkshire to the south and Durham to the north, in days of old this lovely salmon spawning river with a Celtic name meandered through pleasant countryside passing small hamlets on the way until, in the lower reaches, it spread itself into marshy land near the sea, eventually offering itself to the sea through six different river mouths.

The Tees is affected by the tides for about 28 miles of its length and, as time passed, it became a trading river with the continent. A small port called Worsall began it all, grain and cloth being some of the main cargoes. However as the ships became bigger and deeper, the trading moved down to Stockton which is some 12 miles from the sea. This port assumed greater importance when George Stephenson built the Darlington to Stockton Railway and the wares of Yorkshire and Durham were shipped by rail to the awaiting ships.

The Bishops of Durham were the Conservators of the river until 1808 when by Act of Parliament The Tees Navigation Trust Company took over. In 1852 The Tees Conservancy Commissioners assumed office and they remained until 1966 when again by Act of Parliament The Tees and Hartlepool Port Authority came into being and so remains today.

In 1830 The Stockton and Darlington Railway was further extended down to the Chapelry of Middlesbrough in the Parish of Acklam. Middlesbrough consisted of four farmhouses situated on the South Bank of the Tees. It was named Port

(Continued from previous page)

Finance Act 1970 whilst Pilots remain self-employed; the 1977 NMB Award which awaits the outcome of the Merchant Navy Officers' decision not to accept an increase under Phase II of the Pay Policy and to proceed with a demand for a 17.7% increase; and matters generally arising out of negotiations on restructuring of pilots' earnings.

Darlington and the original site of 488 acres was purchased by The Society of Friends, or Quakers, six of their members paying £30,000 for the site at a cost of about £60 per acre. The partnership became known as The Owners of Middlesbrough Estate.

Coal Staithes were erected and the first ship *Sunnyside* was loaded with coal brought down by rail in 1830. In 1832 the railway was extended down the north bank of the river to Samphire Batts and the whole town was lit by gas in 1834. In 1842 Middlesbrough Dock was built and in 1846 The National Lifeboat Institution placed a lifeboat here.

On 8th June, 1850 Mr J Vaughan, accompanied by Mr J Marley a mining engineer of Darlington, discovered on the Cleveland Hills on land belonging to Sir John Lowther a solid rock of ironstone lying bare more than 16 feet thick. Within a few weeks Messrs Bolckow Vaughan had started mining and in a short while had 20 blast furnaces in operation making iron and steel for their rolling mills, which in turn made it into ship's plates and steel rails. Shipbuilding began to move down the river from Stockton and in all there were six yards working. Men and women were drawn from all over Britain to the area and the population figures show a remarkable expansion from 1801 when there were 25 inhabitants, thirty years later 154, 1841 showed 5,709, 1861—18,273 and 1881—54,965. These figures grew steadily until now in the bowl of the Tees we have a population of nearly 350,000 people.

For many years the iron and steel industry with its own by-products created the staple cargo diet of the river but since the 1930 era, when Imperial Chemical Industries came to Teesside, the cargoes have diversified. More and more general cargo passes through the port in traditional and container ships and we are the principal import river for Datsun Car Company of Japan in Britain. Since the second world war the area has become one of the largest chemical complexes in Europe.

To allow the resultant larger ships to use the port the river has been dredged over the years. The marshy land at the estuary has been reclaimed with the spoil from the river and the industry. Many of the steel works and chemical complexes stand on reclaimed land and almost 30 new berths have been built since 1950, most of them to accommodate large ships.

The pilots' history begins in some of the hamlets which were dotted around the river's entrance. Places such as Redcar and Seaton Carew provided the fishermen of the area and, apart from the odd storm, it appeared that life was tolerably pleasant until one day they were rudely awakened by a new happening. Out of the sea appeared a race of hairy barbarians clothed in bearskins and horned, leather and steel helmets. No, it wasn't the SCOP Committee, it was the fearsome Vikings who rushed ashore and devoured all the girls and The Newcastle Brown Ale.

Some came intent on staying whilst some were just marauding bands working their way south who wanted only Bed and Breakfast. It was at this time that the first of the hardy race the Redcar Landlady was discovered.

The Vikings being of an inquisitive nature demanded to see up the river and who would be better to pilot them than the local fisherlads who were pressganged into the job. Having rendered their service as pilots and had their pilot-notes confiscated by the invaders, the luckiest ones fled with their lives but many were killed on the spot.

So, they called a Union Meeting and invited the King who was Alfred, known better perhaps for his culinary failures such as burned scones and cinder toffee. He agreed with the lads that a stop must be put to this Viking sport on the coast otherwise there would be no one left to catch fish and Alfred was very fond of a bit.

He called upon "all shippes men to fight the Danish menace". Bonfire structures for a "four minute early warning" were built and platoons of men kept watch on the cliffs or banded together when an attack was imminent. So successful were they that the Vikings tired of dashing through the cold surf to be met by a strong army or perhaps to find everywhere evacuated,

quiet and empty like Middlesbrough on early closing day. Another draw-back was that the Vikings wore leather thongs wound around their legs to keep their shoes up, and if you've ever had to walk around in wet leather thongs you will know of the unpleasant results.

Those invaders who did stay set up small hamlets and after a number of years became quite decent chaps and a look at a map of the district will show the visitor that we have many towns and villages with names attributable to Scandinavia. Also they always did have a sharp eye for a "canny lass" so you will find many people with surnames from across the North Sea.

The descendants of those early pilots throughout the years have provided Teesside with many characters. Before the first world war these self employed, tough, stormy petrels went to sea in their own small boats seeking vessels bound to the Tees. When one was found (even as far south as Flamborough Head) a bargain would be made to pilot that ship up to and into the Tees. In fine weather the boat was towed astern of the ship but in bad weather this being impossible, the apprentice or "Dog", generally a boy of 16 yrs, would have to sail the boat back single handed. This in itself produced another generation of independent hard bitten men who carried on the work.

The Pilotage Act of 1913 stripped these men of much of their own hard fought enterprise. They were made to join forces and take a rota turn for a ship. Earnings were pooled and a Tees Pilot Cutter Company was created by pilots but which was separate from the pilots' earnings. A pension fund was started at that time which over the years has proved its worth and is now in the fore of pilots' pensions in Great Britain.

Since the end of the second world war, in common with all pilots throughout the world, we have had to accept change and learn from it. Ships, shapes, drafts, lengths and tonnages have seen changes of an unprecedented nature all of which have given us problems to solve, new methods to investigate and a sense of achievement in having conquered many of the associated difficulties.

## Letters to the Editor

From Mr A R Boddy: *Little Oakley,  
Harwich, Essex.  
24th August 1977.*

Dear Sir,

This letter is written in complete support of that from Mr Godden in your July issue. His letter is all the more relevant because all that he is asking for is the implementation of UKPA policy as determined at the 1975 Annual Conference, which since has been observed by the Executive and Secretariat largely in the breach.

I have asked Peel Street to publish items on small specific matters in the *Pilot* only to be told that by the time it is published it is already history. History it might be to those in know, but even old news is news to those who have not seen it before.

Furthermore it is no good accusing the individual stations of not submitting articles, because when I did submit one on a visit of MPs to Harwich, complete with glossy photograph, it was never printed.

Yours faithfully,  
A R Boddy

*London: North Channel  
("News from the Executive" has appeared  
in three out of the four issues since the 1975  
Conference. Very few items submitted to the  
Editor from members fail to find a place  
somewhere (if only he were offered more!)  
but we try to avoid printing material which  
has already been sent to members or  
districts by mail from the Secretary—  
Edr.)*

From Mr I C Millar:

*Department of Industry,  
National Maritime Institute,  
Feltham, Middlesex.  
13th June 1977.*

Dear Sir,

### Ship Simulator

We read the article on the Decca Ship Simulator by Mr K C Davis in your April 1977 edition of *The Pilot* with interest.

Mr Davis visited the simulator as I recall in June 1976 and, as there have been a

number of improvements since his visit, it seems appropriate to make a few comments at this stage.

The depth under the keel can be varied from deep water down to zero depth (until, in other words, the vessel is aground). The reduction in depth under the keel is carried out smoothly and in accordance with the mean of the variation in the contours to be found on the chart of the area being simulated. Tide levels for the time and port in question are also taken into account during an exercise.

Random sheer and transverse thrust due to the propeller are two effects which have been incorporated in the simulator programme for some time. The random sheer has been incorporated to simulate the random wandering of the ship's head.

Within the next few months wind and side forces will be introduced; the side forces will be capable of being adjusted manually by the instructor to represent tugs or thruster units.

Two other ship types have been added to the simulator since Mr Davis' visit; namely a single screw 40,000 tonne container ship and an 18,000 tonne general cargo ship. A directionally unstable 220,000 tonne VLCC will also be added—in addition to the directionally stable 253,000 tonne VLCC already programmed onto the simulator. An LNG carrier of 125,000 m<sup>3</sup> is being considered as the next addition to the family of ship types available.

As far as training is concerned it has never been considered that the simulator could replace actual experience at sea. What it can do is teach mariners certain principles which can then be applied in practice. It is hoped that familiarisation on the simulator may help relieve some of the stress and uncertainty connected with ship manoeuvring; uncertainty due to the man not fully understanding the manoeuvring characteristics of his ship. This can apply to bringing ships to anchor, to a fairway buoy, up to a pilot boat or into and up a channel.

It should be borne in mind that Masters may have to navigate in channels and port approaches in other parts of the world

without the aid of a pilot. Through simulator training familiarisation with turning circles in deep and shallow water, stopping distances and other ship manoeuvring characteristics can be taught for a particular class of ship, thus officers transferring to a new ship type (either an existing type or a future design) can learn the basic manoeuvring characteristics of that ship before setting foot on board. Officers already on board a particular type of ship may not be fully conversant with the manoeuvring characteristics and may benefit from a familiarisation course.

Bridge procedural training is another use to which the simulator can be put, where a group of officers from a shipping company and comprising Master down to Junior officer can be trained on the simulator as a team. In this case the company may bring with them their own log books, bell books and other paperwork. This type of training aims at uniformity of practice within the company, something which is easier to attain by training on a centralised simulator under the guidance of a senior marine superintendent than on a large number of widely scattered ships.

Nor is there any reason to suppose that simulator training stops short at ships' officers. I wonder how many pilots would benefit from a short course on the principles of ship handling in shallow water conditions or from having a few simulated runs on a completely new ship type which they have never handled before or into a newly opened dock or stretch of canal.

On the subject of canals it is hoped that bank effects and other interaction forces will be programmed on to the simulator in the future; an addition which should be of interest to pilots.

Yours sincerely,  
I C Millar,  
National Maritime Institute

From Mr G M Logie *Great Yarmouth  
10th September 1977*

Dear Sir,

### Trinity House Pilotage Board

With the proposal in the SCOP report that Trinity House (T/H) should no longer remain a Pilotage Authority, their Pilotage Board was put in the apparent position of

fighting for its very existence.

To do this they held meetings with all their Districts who, knowing very little of the alternatives, voiced their concern about a move into the dark. At a special meeting of the Outports all those present voted unanimously that they wished to stay T/H although all the Pilots wished representation on the Pilotage Board.

T/H then held a ballot of all their Pilots (although some may say the questions were worded to give the result T/H required) and this again gave overwhelming support for them to continue in being.

An advisory board (T/H AB) was set up with Pilots, Shipowners, Ports and T/H representatives, using appointed members. The problems of creating a voting system for Pilots since then has shown that with any other method at the onset the Board could still be trying to start, although to the best of my knowledge the Pilot members all represented their colleagues at local level and had the blessing of the majority of those they were to represent to attend on their behalf.

The first advice the T/H AB gave was to strongly recommend that the main T/H Board make the Pilotage Board fully representative, for this was the major criticism of T/H in the SCOP report.

The Pilots insisted that the Pilot members be elected by the Pilots and must not be appointed by the Board.

The major part of the T/H AB meetings has been taken up with this future Representative Board, its duties and the representation on it. The time has now come when, having formulated proposals for the future structure of a properly representative T/H Pilotage Board with full executive powers (only being answerable to the main T/H Board in that it is properly performing its duties), it has advised T/H to obtain approval of them and then implement them.

It is now expected that T/H will circularize all concerned with the proposals and it will be up to each Pilot to approve or disapprove them, although as the latest epistle on Pilotage still leaves the alternatives for the majority of Districts very vague and uncertain it is again a decision to be made more on what one knows balanced against something one can only guess at.

(Continued on next page)

## PILOTS' NATIONAL COMMITTEE FOR PENSIONS

### Chairman's Report – 5th September, 1977

This report covers a longer period than usual because the Committee's first Chairman, John Edmondson, found it necessary, to our regret, to give up the office earlier this year.

Our thanks are due to John for all the work he, along with Gerald Coates, put into preparing the way for setting up our committee and then for chairing it through its early life.

During the period under review, the two items of greatest interest were the outcome of the valuation of the PNPf as at the

*(Continued from previous page)*

The ratio of representatives in the proposals was eventually arrived at by compromise on all sides—each giving away far more than they really wished—with the balance being largely swayed by the constitution of ACOP, to which no one seems to have voiced strong objection.

A summary of each T/H AB meeting is circulated to all T/H Districts shortly after it, so it is assumed the Executive are well aware of what took place at those meetings.

Should these proposals be acceptable to all concerned and the new representative Board come into being, the T/H AB will no longer be required and would disband.

This letter is submitted so that all Pilots (be they T/H or not) are aware of what has been, and is, going on—for the signatory is greatly concerned that pilots' views are being sought by all manner of Bodies in what is felt to be more a 'divide and conquer' situation rather than collectively through our Association so presenting a united stronger front. We are repeatedly asked questions when the full information on the alternatives is not available—even our Executive are doing this—but at least this is by Pilots for Pilots, so opinions are being formulated which can turn out to be not those wished when ALL the facts are eventually to hand.

Yours faithfully,

G M Logie

*Gt Yarmouth Pilot*

*Appointed Outports Representative T/H AB*

31st December 1975 together with the distribution of the surplus which that valuation revealed and the continuing fight with the Inland Revenue to safeguard the income of the PNPf from 1980 onwards.

There was broad agreement between the Committee and the PNPf Board of Management that, to counter the ravages of inflation, the whole of the surplus should be distributed among existing pensioners and payment of the increased pensions (and retrospective payments to January 1976) commenced at the beginning of the year.

On the other issue, that the Inland Revenue exercise their powers under the 1970 Act to recognise the special position of pilots with regard to pensions, our forces have been led by the PNPf Revenue Committee and the Pilots' organisations, fully supported by your committee. Although the battle has not yet been won, we are heartened by the support given to our cause by the recently published ACOP Report and, in particular, the inclusion in Annex D of that report of the draft legislative provision on pensions submitted to ACOP by your committee which, if incorporated into the forthcoming new pilotage legislation, would maintain the status quo.

There is also a gleam of hope, faint though it may be at present, that the shipping industry may yet acknowledge the debt due to pilots past and present who have given a lifetime of service to the industry as sea going officers and as pilots. Nevertheless, through the parsimonious attitude of the industry to Pilots' Benefit Funds in the past and the inadequacy of contributions to officers' pension funds, especially during the war, these pilots now receive, or could expect to receive on retirement, a pension based on years of service which in number fall far short of the years actually served.

The Committee has continued to fulfil its function of providing a forum for the discussion of various problems and anoma-

## Coastlines



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lies concerning pensions and, where possible, taking steps to remove or alleviate these. However, I must exercise my privilege as your Chairman to express regret that there still remains a certain lack of liaison between the PNPf Board of Management and ourselves, which results on occasion in an absence of consultation at an early stage on matters affecting pilots' pensions and so leads to subsequent controversy.

I must also express the hope that the Board of Management will in future years succeed in reducing the time taken to carry out valuations of the Fund, and also the time between the end of the PNPf financial year and the circulation of its accounts.

In conclusion I would wish to express thanks to our hard working Secretary/Treasurer, Peter Yates, and our most efficient Minute Secretary, Mrs Green.

*R Pollok*

### Jack Storror Retires

After a lifetime in the pilotage service, Jack posed for his photograph on the Hartlepool pilot cutter on 1st August—in the uniform of a retired pilot! He is thought to be the longest serving member of UKPA, having joined in the mid-thirties.

In addition to being a pilot, Jack was coxswain of the local lifeboat during World War II and was "more or less in charge of the pilot boats" until a few years ago. He became an expert on Kelvin engines which, at Hartlepool, were used first in boats and later in cutters.

We all wish him many happy years in the new regime of a 365 day year!

### Human Factors Study of Marine Pilotage

The above survey of the 'human factors' problems of the pilotage service is drawing to its close, and a comprehensive final report is in preparation. Summary versions of this report will be produced for wide circulation amongst pilots as before, the text to be published in the next edition of *The Pilot*.

### Rabies — Preventative Vaccination

Following the discussion at the 1976 Conference on the risk of pilots contracting rabies, the UKPA learnt that Customs Waterguard Officers are being immunised against rabies with two injections, 28 days apart.

The UKPA has therefore been in correspondence with the Department of Health and Social Security pointing out that pilots are the first people to board ships—long before Customs Officers—and are therefore much more exposed to the disease than Customs Officers. The UKPA has accordingly requested that pilots should also be granted the facility of protection against this dreadful disease by means of the vaccine.

At the time of going to press the decision from the DHSS is still awaited.

## 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	...	N. C. E. McKinney	...	8 Alt-Min Avenue, Belfast 8, N. Ireland
Blyth	...	M. K. Purvis	...	4 St. Ronans Drive, Seaton Sluice, Blyth, Northumberland
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 9JS
Goole	...	R. Shaw	...	54 Mill Beck Lane, Cottingham, North Humberside
Grangemouth	...	I. H. Wall	...	8 Maryflats Place, Grangemouth, Stirlingshire
Hartlepool	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	...	R. Vincent	...	40 Burniston Road, Hull HU5 4JY, North 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. D. Godden	...	Ty-Mawr, 17 Barnes Avenue, Westbrook, Margate, Kent
Gravesend Channel	...	P. A. E. Roberts	...	Utne, Conifer Avenue, Hartley, Dartford, Kent
River	...	P. A. Carden	...	The Old Rectory, 91 Windmill Street, Gravesend, Kent
Medway	...	T. G. Hannaford	...	175 Wards Hill Road, Minster, Sheppey, Kent
North Channel	...	L. Sutherland	...	37 Oakland Road, Dovercourt, Harwich, Essex
Londonderry	...	C. J. McCann	...	Shrove, Greencastle, Co. Donegal, Ireland
Lowestoft	...	W. Craig	...	35 Hubbards Locke, Lowestoft, Suffolk
Milford Haven	...	B. I. Evans	...	Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Pemsb.
Neath	...	A. Boshier	...	24 Thorney Road, Baglan, Port Talbot, Glam.
Orkney	...	W. Cowie	...	7 Faraclett, Kirkwall, Orkney KW15 1XD
Par	...	R. F. Dunn	...	Hillmere, 7 Polnear Road, Par, Cornwall
Peterhead	...	D. J. MacKinnon	...	46 Blackhouse Terrace, Peterhead, Aberdeenshire
Plymouth	...	J. A. McLean	...	Pilot Office, 2 The Barbican, Plymouth, Devon
Poole	...	M. C. Battrick	...	66 Evering Avenue, Parkstone, Poole, Dorset
Port Talbot	...	J. Parry	...	6 Hazel Close, Dan-y-Graig, Porthcawl, Glam.
Preston	...	M. Purvis	...	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, Isle of	...	K. E. Powell	...	Pilot Office, Berth 37, Eastern Docks, Southampton, SO1 1AG
Wight and Portsmouth				
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.