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THE PILOT

The official organ of The United Kingdom Pilots' Association

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PILOTAGE LEGISLATION

The Government published a White Paper on forthcoming merchant shipping legislation on 15th May. Among other things, the White Paper covers future pilotage legislation and has attached to it a draft Bill which deals, in its first part, with pilotage.

The prospective Merchant Shipping Bill will amend, but not replace, the Pilotage Act, 1913. Because of the difficulties this may create of having to cross-refer between different pieces of legislation, the Department is giving preliminary consideration to the introduction of a consolidating measure once the Merchant Shipping Bill becomes law. This measure could not change the law as it then stood, but would bring it into one consolidated document. This means, among other things, that spent provisions of the Pilotage Act, 1913 could be repealed.

The Advisory Committee on Pilotage met the Parliamentary Under-Secretary for Trade, Mr Clinton Davis, MP, on 11th May to express their disappointment and concern at the delay in pilotage legislation. The Minister assured them that the Government remained committed to legislation and that publication of the White Paper was a demonstration of that commitment. The Advisory Committee accepted that, although there was very unlikely to be legislation in this parliamentary session, the Government had done what it could to ensure that the impetus behind pilotage legislation would not be lost. The Committee, therefore, very much welcomed the publication of the White Paper.

The draft Bill contained in the White Paper does not yet contain all the changes recommended by ACOP as some of these are still in draft. For example, amendments needed in Clause 10 to allow the majority of pilots in part of a district to make representations where only that part of the district is affected by the issuing of a pilotage certificate (particularly applying to the London District); also, amendments needed to Schedule 2(6) to limit the issuing of certificates not just to EEC nationals, but to EEC nationals in EEC ships. Other minor amendments are still to be made.

The fact that it is not anticipated that legislation will be introduced in this session of Parliament does give time for further efforts to be made to get a satisfactory conclusion to the most vital of outstanding problems, that of pilots' pensions.

INSURANCE CLAIMS

A recent rejection of a time-expired claim by a busy pilot serves as a reminder that any claim on the Group Insurance Policy, or a potential claim, must be made within thirty days of the incident. So, for any event which might give rise to the need to defend against an action for professional negligence, remember—

★ ★ ★

THIRTY DAYS HATH DEFENDER

UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W8

(01-727 1844)

Past Presidents	1884–1910	Commander George Cawley (Licensed Pilot and Founder President)
	1910–1923	Mr Michael Joyce, MP (Limerick) (Licensed Pilot)
	1923–1925	The Hon J M Kenworthy, MP (Hull Central)
	1925–1942	Lord Apsley, DSO, MC, MP (Bristol Central)
	1946–1947	Admiral Lord Mountevans, KCB, DSO
	1949–1962	Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
	1963–1976	The Rt Hon James Callaghan, PC, MP (Cardiff South East)

Honorary Vice-Presidents .. .. Messrs T Morgan, D H Tate, MBE, H J Wynn

Vice-President and Chairman of Executive Committee .. F Berry OBE (Humber)
107 Newland Park, Hull HU5 2DT, Yorks.
(Hull 41984)

Vice-President and Honorary Treasurer .. .. .. D I McMillan (London River)
61 Pine Avenue, Gravesend, Kent
(Gravesend 65154)

Executive Committee

Elected:

1975	K Grant (Southampton and Isle of Wight) 64 Bassett Green Close, Southampton SO2 3QT	(Southampton 769291)
1975	G C Howlson (Clyde) 11 McPherson Drive, Gourock, Renfrewshire	(Gourock 31928)
1976	P A Levack (London Channel) 1 Elmfield Close, Gravesend, Kent	(Gravesend 61795)
1976	N C Walker (London North Channel) Esplanade House, 32 Kings Quay Street, Harwich, Essex	(Harwich 2224)
1976	G A Coates (Tees) 9 Stokesley Road, Marton, Middlesbrough, Cleveland	(Middlesbrough 315236)
1976	B I Evans Rock Cottage, Wellington Gardens, Hakin, Milford Haven, Dyfed	(Milford Haven 2917)
1977	J Bennett (South East Wales) Brent Knoll, 92 Port Road East, Barry, South Glam.	(Barry 734724)
1977	J A Hogg (Tyne) 20 Langdon Close, Preston Grange, Tynemouth, Tyne and Wear	(North Shields 73864)
1977	J D Godden (Cinque Ports) 17 Barnes Avenue, Westbrook, Margate, Kent	(Thanet 23453)

Trustees .. .. S Green F Janes R Balmain

Hon Medical Adviser .. .. Dr F S Preston

General Secretary and Legal Adviser E Eden, MA

Secretary .. .. Miss Y Blake

Auditor .. .. T G Harding, FCA
(Messrs Tansley, Witt & Co, London)

Finance Committee .. .. .. The two vice-Presidents

Editor of "The Pilot" .. .. David Colver

NEWS FROM THE EXECUTIVE

The Executive Committee met on 15th December, 1977, and on 15th March, 1978, and among the matters considered were the following:—

Reorganisation: Restructuring of Pilot's Earnings

A Pilots'/Shipowners' Working Party has been set up to undertake preliminary work towards determining the positions of the various districts in the new earnings structure. The Shipowners' representatives are Messrs R Maybourn, C D Searle, Captain G D Pari Huws and Mr J P Callen. The UKPA representatives are Messrs F Berry, D McMillan, G Howison, J Bennett and E Eden.

NMB Award 1977

A series of meetings were held, both with the Government Departments concerned and the GCBS, about the 1977 NMB Award. A letter dated 7th March, 1978, from the Department of Trade recognised the NMB Letch recommendation as a prepay policy collective agreement, consistently applied by the parties to Letch, and accepted the application of the 1977 NMB Award to pilots, including the 14½% productivity payments, on condition that pilots produced, where possible, savings for shipowners.

No further national increases in earnings will be made to pilots until 1st November, 1978.

Pensions

Following representations by the UKPA on the topping-up scheme, the GCBS had agreed to commit a minimum sum of approximately £225,000 (1½%) towards the financing of the scheme.

The Executive received reports on meetings in connection with the future status of the Fund, including various proposals prepared by professional advisers with the object of ensuring the continuity of the PNPF.

Pilotage Certificates

The Executive considered lengthy correspondence about the issue of pilotage certificates in respect of foreign flag vessels and expressed deep concern about the risk involved to the safety of navigation. Further meetings were requested with the Department of Trade to underline the safety factor.

Other Matters

Consideration was also given at these two meetings to ACOP, Pilot Boat Surveys, Pilotage Returns, Tanker Safety Sub-Group on Navigation, Statutory Obligations of Pilotage Authorities, Europilots, Legal Expenses Insurance, 1978 Annual Conference, EMPA General Meeting, IMPA General Meeting, Marine Traffic Service Symposium, President, legal cases, 1977 Annual Conference Resolutions and various problems arising in districts concerning earnings and conditions of service.

Letters

To the General Secretary, UKPA

From Mr J A Riach, Gravesend

Pilot Hoist: Near Tragedy

Dear Sir

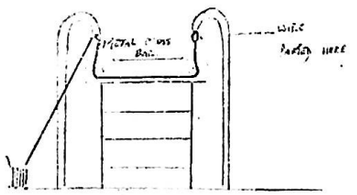
I must bring to your attention an incident which occurred during disembarkation from the VLCC *World Premier* at Folkestone at 11.30 hrs on 12th May '78 and which, as you will see, caused me great concern.

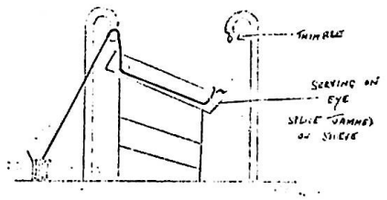
I had completed piloting the vessel from Shellhaven to Folkestone and was accompanied by another Channel Pilot, J Mackenzie, who was on a training trip.

We had agreed to leave the ship by the Pilot Hoist which we were assured was in good order. Mr Mackenzie was lowered first to the cutter waiting below and the hoist returned to deck level. I had just started my descent when the single wire, upon which my life depended, parted (as shown) just above the eye splice at the round of the thimble. I was thrown violently to one side, my cap fluttered down like a wounded sea bird to the horrified cutter crew some seventy feet below and Lucifer began to rub his hands in anticipation of the imminent arrival of my soul!

Fortunately for me, and by pure luck,

the serving around the eye-splice of the wire jammed in the narrowest part of the sleeve in the metal crossbar and held long enough to enable me to be hoisted the distance necessary for me to clamber, somehow, up the ladder section and to be hauled bodily back on deck—a most unnerving and painful experience!





I examined the wire immediately and found it to be in the last stages of decomposition.

The ship is manaaged in London by Marine Navigation Co. 25 Worship St, EC2 on behalf of Hong Kong owners and was chartered by Shell. The crew consisted of Chinamen, the only European being the Master who was British and who had only just joined the ship at Shellhaven.

The conclusions and lessons I have learned from this event are:

(1) Do not use a hoist unless absolutely necessary and only then after a personal examination, assurance from all responsible personnel on board and as thorough a test of the apparatus as is possible.

(2) Bring to the attention of as many pilots as possible the dangers inherent in this type of equipment.

(3) Bring to the attention of shipowners, DT&I, UKPA, Trinity House and all other interested parties the risks which pilots must face each time they board and land from vessels of doubtful deck efficiency.

(4) That my life is much too precious to me to allow it to be terminated by the standards attained on a vessel of obscure origin and accountability.

I have written to the Owners, Trinity House, the Ruler of Pilots, Gravesend, and to our Committee, and if you consider other further action is necessary and advisable, I shall be happy to co-operate.

Yours faithfully,

J A Riach,

To the Editor,

From Mr J G Melia, Humber Pilot:

Self-employed or Employed?

Dear Sir,

In response to the letter by B J Rudd (*The Pilot* No. 184, Jan 78, pp. 109-10), it is my opinion that a change to employed status would not be the panacea for better earnings and conditions (ask any dockmaster). Improvements will be obtained by national unity, an end to parochialism, better communication, organisation and a willingness on the part of all pilots to take an un-blinkered look at the realities of modern industrial negotiation. Merchant Navy officers have belatedly moved forward on these principles, while we try anxiously to hold on to their shirt tails. A central pilotage authority and local autonomous pilotage committees, with proportional pilot representation on these and other authorities dealing with port operators are, I believe, essential for progress.

For me the prime importance of being self-employed is that a pilot can make a decision based on his own experience and the relevant conditions, free from coercive pressures from whatever quarter. This enables a pilot to conduct his ship with due regard for the safety of other vessels, the environment and port installations. This freedom is often covertly denied to many shipmasters, a fact which must be given weighty cognizance by the responsible authorities contemplating the "liberal" issue of pilotage certificates, and by pilots who may think a change to employed status desirable.

Yours sincerely,

J G Melia,

MARINE TRAFFIC SERVICE

The Third International Symposium

The 3rd International *Marine Traffic Service* Symposium was held in Liverpool from 3rd-6th April 1978, less than three weeks after the stranding of the Liberian VLCC *Amoco Cadiz* on the Brittany coast. Organized by Dutch, German and British maritime bodies in co-operation with the US Coast Guard, it was attended by some 200 representatives from world-wide shipping interests.

Pilots were represented by the UKPA, British Marine Pilotage Services, EMPA, Rotterdam Harbour Pilots' Association, Nederlands Pilots' Association and Norwegian Pilots' Association. It was significant to note that though the majority of those present were extremely talented academics and research specialists, apart from Pilots, only some four seagoing staff were attending.

The Symposium was divided into 10 sessions, each session being chaired variously by a representative from the Shipping Industry, in particular both Captain B Baynham from GCBS and Mr J Archer from the Department of Trade proving very able chairmen. 29 papers were submitted, amounting to over 500 pages. The opening address was from Sir Lindsay Alexander, of Ocean Transport and Trading Company, and straightaway he expressed his very real concern at the length of time IMCO recommendations take to be ratified and after that, work through all sub-standard ships (*a sub-standard ship being one with either sub-standard manning or equipment, or both*). Sir Lindsay urged that all problems should be worked through IMCO, there should be better methods of enforcing regulations approved at IMCO, and Flag States should be looked at, to see if they take enough heed of regulations.

The 29 papers were read and discussed in detail by their authors, with a question-and-answer session following. Some papers were of a highly academic nature, *eg* Paper 25 on *Stress Tendencies and Behaviour Patterns of Seafarers* by Professor Böhm and Paper 13 on *Port Traffic Management Systems* by Mr J A Holt—many of those listening finding great difficulty in understanding the author's point of view, let alone offering questions in the time allotted. Many of the papers were of great interest to practising pilots: *Traffic Separation and Radar Surveillance in the Dover Straits and English Channel, Bremen Radar, Correct IMCO English in VHF Use,* to name a few.

Captain E G Stendor, Bremen's Port Captain, delivered, to my mind, an excellent paper on the recent installation of a Harbour Radar System at Bremen. His realization from the outset for the need of assistance from Bremen Pilots in reduced visability was very evident and he repeatedly stressed the full co-operation he received from them. In his own words, "We think there is no person better entitled to man the station, according to the experience gained as well as regarding the value of co-operation with ships served, due to the fact that most of them are assisted by pilots, and for instance, language barriers can more easily be overcome if necessary."

Paper 26 by Captain Weeks highlighted the misuse of VHF Radio by all operators, Coastal Stations, Pilot Stations, Pilot Cutters, Port Operators, fishermen, *etc.* He argued the standard Marine Navigation Vocabulary should become a mandatory test to all navigating officers, with a determined effort to emulate Airline Pilots. Even at airports, there are misunderstandings in control vocabulary, and Captain Weeks gave the example of the Teneriffe disaster between two jumbo jets last year. To emphasize the correct usage of VHF Radio he gave an example of the loss of the *Eva Witta* in July 1977 when the duration of the VHF mayday was 50 minutes. These 50 important minutes, whilst the five crew members were taking to the lifeboat, were used by the following calls:

Coastal Radio stations involved	2
Coastguard Radio station	3
Rescue Ship	1
Tug	1
Lifeboats	2
Helicopter	1
Non participant calls	57
Incorrect procedures	56

113 non essential messages, *ie* more than one every 30 seconds, were sent during the Mayday, even though there were repeated 'requests' to clear the airspace. Captain Weeks' paper illustrated a need for all marine operators to learn correct IMCO English, with a proper use of our most used communication medium—the VHF radio.

Paper 28 on *Bridge Control Simulator Training* was of obvious value to Bridge personnel, and as if aware he had a captive audience of pilots, Mr M Longman stressed that Simulator Training was an attempt to give ship's staff confidence in pilotage waters and not to teach pilotage. With pilots complaining that bridge staff don't offer enough information to help in safe and successful pilotage, the simulator course is to make bridge staff more aware of the difficulties pilots have in heavy traffic areas and port approaches and that there should be full co-operation between both sides.

Practical seafarers must be confused by the terminology used; the 'in' words of the electronic world and the apparently space-age phrases of the Research Scientist and, at Liverpool, along with many others I listened to explanations of Cost Benefit Curves, Hardware and Software Systems, Computer Sensitivity Analysis. Not wishing to detract from the very obvious ability of the authors of several papers, it is against the threat of the consultative organisations, the feasibility experts, electronic and computer project firms, that shipboard staff and pilots must be on their guard. For it is their lack of experience and understanding in the practical field of the shipping industry that makes unacceptable their findings and recommendations based on graph paper curves and theoretical equations. This failure to grasp the big difference between the theoretical and actual 'on board' situation, combined with the added failure of the sub-standard or rogue ship to comply with anyone's parameters, was evident on many occasions and I was surprised to hear authors unable to support the figures on which they'd based some of their quoted statements. In Paper 6, on the study of relationships between different causes of collisions and groundings, the author writes, "looking at statistics, however, the conclusions are that approximately 85% of the accidents are caused by human errors" without further explanations. On questioning from the UKPA, the author admitted to the 85% being based on hearsay and 'talking to other people', thus adding weight to Winston Churchill's quote, "there are lies, damned lies, and statistics." On numerous occasions, authors had to admit to being unable to comment on, or not qualified to answer, questions posed and pilots attending constantly queried and repudiated the findings and conclusions of several papers, and brought a sense of balance to what could have become an important symposium dominated by the Scholar and Economist.

The National Ports Council paper number 22 on the *Optimum Usage of Marine Traffic Services* proved fairly electric with interruptions from many sides, causing John Archer chairing that particular session, to comment that paper number 22 could have occupied the entire session in itself. Messrs Lyon and Radley noted a big lack of training of those who man Traffic Services, suggesting they should be fully trained in the same way as Shipmasters and Pilots and that a Master's foreign-going ticket was not necessarily a qualification to become an MTS operator. They doubted the ability of Marine Traffic Stations to cope with possible future traffic, even though they are coping at present, and also noted the reluctance of certain bodies to seek information from such services. The NPC also stressed a more widespread use of IMCC Vocabulary. During the emotive question-and-answer session, a member of the BPA asked that, once and for all, could the highly contentious phrase, "Remote Pilotage" be dropped and for all to realize that it is not the ports who keep pushing this "Remote Pilotage", it is not the port operators but the independent bodies.

He put a plea for a resolution for independent bodies to realise that Harbour Masters and Pilots work together in complete co-operation. The two authors were asked if they agreed with control being on the ship and advice coming from the shore and, to my mind, in not wishing to simply say 'yes' they commented that "the Port Authority writes the framework of how a port works—in no way are we suggesting that control should be taken from the bridge, but more and more equipment should be available to all concerned." Perhaps this was slightly at variance with

Captain Webster, from the Netherlands Maritime Institute, who'd earlier remarked in paper number 1—"should emphasize the role of 'men' as still superior to the role of the 'machine'. Invest in 'men' may pay the better dividend."

EMPA submitted paper number 24, *MTS—the Pilots View*, the author being Monsieur Dejean from the Bordeaux Pilotage Service. Coping admirably with the English language, his question-and-answer session was dominated by a series of prepared questions from a member of the German Transport Workers Union. One question to Monsieur Dejean being whether he regarded a pilot as needing to have been Master before becoming a Pilot, to which he replied that it was obviously a good thing if a man had sailed as master, but that as age played such a big part, combined with the long training necessary, a man recruited to a Pilot Service, should be as young as possible.

Ships' Domains were discussed by several authors (*eg* papers 10, 12) the ship's domain being defined as an area around a ship, which the navigator of that ship wishes to keep all other ships from entering. I felt, though an admirable theory, in port approaches and estuarial pilotage it was very much an academic exercise and impossible to specify in any simple terms. Domains discussed varied in size, with talk of a 'near miss' databank being installed to file accidents for analysis. In areas of dense traffic it is difficult for navigators to keep their domain to the size they would prefer and situations could be envisaged where, on imminent encroachment of their domain, navigators would be forever altering course causing more chaos and possibly dangerous situations than previously existing. A spokesman for the Nautical Institute felt the domain ideas and schemes were all very ideal but what would be the next step? Surely the Collision Regulations were implicit and navigators have a system of rules to obey? Why introduce so many differing 'domains' which might mean that shore based surveillance stations, such as Cap Gris Nez, would have to give alterations in course and speed—providing the ship could be identified?

Throughout the three days of the Symposium, there was repeated mention of the need in MTS for co-operation from both sides, and if I could briefly list an example or two:

Captain Webster, NMI, "Better co-operation between shore and on board must be encouraged".

Captain Stender, Bremen Port Authority, "We are very happy to receive such co-operation from the Pilots".

Speaker, "Maximum co-operation is essential with control being from the ship. There should be no controversy, instead there should be harmony and unison in the safe transit of shipping".

A De Vries, EMPA, "We don't object to, and accept, control whilst the ship is alongside the berth, or at anchor awaiting its future orders, but once the ship is underway the control must be on the bridge of the ship, and then the ship seeks information from the shore management".

The MTS Committee in concluding the 3rd International Symposium put out the following statement:

There is still no cause for complacency in the rate of casualties. The Symposium Committee members feel that the misunderstandings on MTS are being resolved, and we are on the threshold of a solution which will retain the autonomy of Bridge Management and enhance the efficiency of overall traffic management.

Final Assessment

1. The need for international co-operation in MTS is paramount.
2. Co-operation should be through an international organization.
3. A legal framework for MTS in coastal areas should be defined, based on agreed principles and standards.
4. International Regulations concerning sub-standard vessels should be implemented.
5. There is a need for, in collisions and groundings:
   (i) uniform standards of measurement and procedure
   (ii) standards of accident reporting
   (iii) agreed casualty definitions
6. The use of standard IMCO English Vocabulary should be implemented and extended to include Marine Traffic Communication Procedures.

7. The standards of purpose designed training and watchkeeping for operational personnel in traffic services should be specified like the IMCO requirements for seagoing vessels.

8. Further study and discussion is required in:
   (i) The behaviour of vessels in separation schemes and congested areas;
   (ii) More effective ways of passing and displaying traffic information.

9. There is agreement that decisions concerning the navigational safety of the ship should be made **on the bridge,** supported by information from the shore.

Item 9 in its form above, met with the complete approval of all pilots present, but after the two Dutch authors of Paper 16, economist and engineer to Rotterdam Port Managements Project Bureau, expressed a wish to re-word item 9, the whole argument of Bridge Control and shore involvement broke out again. After some debate, the following amendment was substituted, with a strong vote of disapproval from pilots, who wished to have their disapproval noted.

9. There is agreement that decisions concerning safe manoeuvring of the individual ship should be made on the bridge with close co-operation of MTS.

I personally, enjoyed some 3 days of discussion, though as I remarked at the beginning, found much of the content too academic and out of touch with a "practical domain". I felt that in any contentious discussion, pilots brought their opinions home strongly, but hesitate to imagine the final conclusion drawn in some matters, had we not been represented. I would urge the UKPA to send a strong pilots' representative to the proposed 4th Symposium in Germany in 1981.

We should all remember that shipping is more than ever international and ships, now more than ever, very sophisticated but international tramps. Although they carry a national flag they are operating on an international basis and all deliberations and discussions should be international. The price of marine safety is constant vigilance and the tragedy of the *Amoco Cadiz* should never happen again.

M Irving

Obituary

Eric Guy

Mr W E Guy has gone from the pilotage scene but his style and skills will be remembered for all time by those who knew him.

Son of a pilot and descendant of a long line of pilots and seafarers he served his apprenticeship as a Tees Pilot experiencing wartime duties in both Pilot and Merchant Services. He held a licence for 31 years and was prematurely taken from us at 56 years of age.

His standards of duty and dress were reminiscent of the Victorian era and I think that, in a world of declining standards, he would be pleased that this was noted.

The sincere and devoted dedication he gave to his career included 20 loyal years as local secretary of the UKPA. As a shipmate – understanding; as a companion – generous; as a pilot – superb. We have all lost a fine colleague and member of the 'Association'.

His colleagues respectfully offer their sympathy to his loving wife and three charming daughters.

W H Young

Right! That's the lot then!

Coastlines

President, Nautical Institute

We are particularly pleased to hear from the Nautical Institute that they have elected as President **Captain C A Rhodes,** Medway Trinity House Pilot, in succession to His Excellency Vice Admiral Sir John Martin, KCB, DSC, FNI, who steps down after three years in that office.

Colin Rhodes is a Founder Member and a Fellow of the Nautical Institute, and carries the warm congratulations of all his pilotage colleagues.

Ken Conway Retires

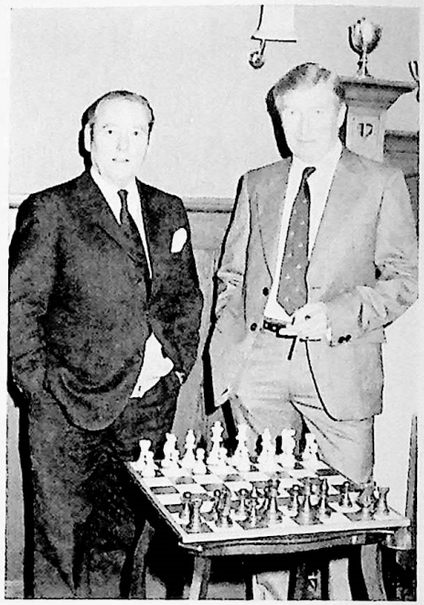
In February the Clyde Pilots had an informal gathering at the Royal Gourock Yacht Club to mark the retirement of Ken Conway after 32 years as a Clyde Pilot. He was presented with a chess set by Lewis Black, Assistant Pilot Master, on behalf of his colleagues. Ken was born on the Welsh side of the River Dee in 1913 and came to Glasgow when he was eleven. He now considers himself to be a naturalised Scot, though still supports Wales when they are up to play Scotland at Murrayfield.

In 1930 he joined the Donaldson Line trading mainly on the Pacific coast of North America. Like so many others at that time, Ken had to wait some months before his second mate's ticket obtained him a berth and it was on the *British Monarch* he eventually returned to sea as Third Mate. He rejoined the Donaldson Line in 1940 having passed his Master's ticket. During the war he served with Anchor Line and, while on the *Circassia*, he participated in four 'D Day' landings, North Africa, Sicily, Anzio and the South of France. In 1946 Ken was appointed to the Clyde Pilots having previously studied and passed Part Two of Extra Masters'.

During his time on the inward staff he was retained for a spell piloting to the Ore Terminus and, when in the outward staff, he was Yarrow's Special Pilot.

To Ken we all wish health and happiness in the years ahead.

Wm Brown



Ken Conway with Lewis Black, Assistant Pilot Master.

New Director-General of the GCBS

Mr W P Shovelton will become the new Director-General of the General Council of British Shipping on the retirement of Mr J S Wood on 31st October.

Mr Patrick Shovelton is presently Deputy Secretary for Aviation and Shipping at the Department of Trade.

Coates' Corps(es)

If you've heard of Ally's Army, the Red Army or the "Kop", then it shouldn't tax anyone's imagination to realise that this is yet another article about those intrepid soccer stars from the Tees. Once again we ventured across the North Sea to uphold the honour of the British Isles and to find that foreign teams still seem to score offside goals and plenty of them.

The proximity of Rotterdam, Delft and other places of interest known to seafarers made our stay in Schiedam most pleasant, and the efforts of our Dutch host, Henck, to make us feel at home were much appreciated. One feels, however, that Dutch psychology was at work to shake the confidence of the visitors. A river tour of Rotterdam and a visit to the Operations Centre of the Harbour Authority, where we discovered there are over 250 river pilots and over 150 harbour pilots, led us to suspect that the football tournament wasn't going to be a walkover. Henck's next ploy was to take us to a bar where we were forced to drink the cool Heineken, which doesn't do as the advert says, and when Henck disclosed the fact that, at the ripe old age of 42, he was playing in the Veterans' match, our confidence took a turn for the worse.

However, the big day dawned, we checked our calendar watches and found it was truly May 18th. Our coach collected at the hotel and deposited at the Sporting-ground de Vijfsluizen of Shell Raffinaderij, *etc*, a recreation centre which has to be seen to be believed. Oozing confidence, the team decided we would rather go swimming but "Cap" declared the pools out of bounds. A beautiful day, no apparent hangovers, but very strong sunlight which we thought might bother us. On reflection, we really believe that sunstroke was probably the reason why we didn't appear at our best. We lost "Cap", who felt a toddle along to the hospital might be beneficial, but happily he returned to us in one piece. Our fortunes, however, just wouldn't change. Once more the Flushing Cup evaded our grasp, but with a name like that we're not at all sure we want to win it. The Fairplay Trophy, however, found its way into our sweaty little hands and although one might be inclined to snigger at this, it must be said that our colleagues over the water set great store by this Trophy and, need we add, that we feel quite proud to have won it twice out of three tournaments.

The whole day was organised to perfection. Magnificent in defeat, the walking wounded and ladies were regally entertained that night to music, food and dancing. In fact, if some of us had used the same footwork on the field as was displayed on the dance floor, we might have enjoyed more success.

It was a tired, happy and hungover group which alighted at Teesside Airport, clutching aching limbs and dutyfrees, the following day.

Thank you "Sportvereniging Rotterdamse Havenloods". We look forward to seeing you in France next year.

EN GARDE, ROUEN!

D T Parker.

19th Century Hartlepool

Mr B G Spaldin sends a proud relic of former days when Hartlepool was the fourth port in the Kingdom and before the Tees assumed the size it is today.

ROBERT SNOWDON,
Hartlepool and Tees Pilot,
14, DUKE STREET,
HARTLEPOOL.

IALA Buoyage Moves On

Trinity House began implementation of Stage II of the new International Association of Lighthouse Authorities (IALA) Buoyage System on the 13th April, 1978. The first stage of the new system began a year ago on the 14th April, 1977, and took 100 days to introduce into the Dover Strait and Thames Estuary area. Stage II covers the North Sea from Orfordness in Suffolk to Latitude 57° N. north of the Firth of Forth in Scotland.

The first Trinity House buoy to be changed under Stage II was the Aldeburgh Ridge Buoy off Aldeburgh in Suffolk. The new System of Buoyage will, by 1981, cover the whole of north-west Europe where previously several different systems existed.

Two Trinity House tenders, THVs *Siren* and *Mermaid*, will make the 107 changes to Trinity House buoys required under Stage II in conjunction with their normal buoy servicing duties off the East Coast of England.

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
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River	J. Timmins	1 Ponsharden Cottage, Ponsharden, Falmouth, Cornwall
Fleetwood	R. D. Pratt	16 Thirlmere Avenue, Fleetwood, Lancs.
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
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