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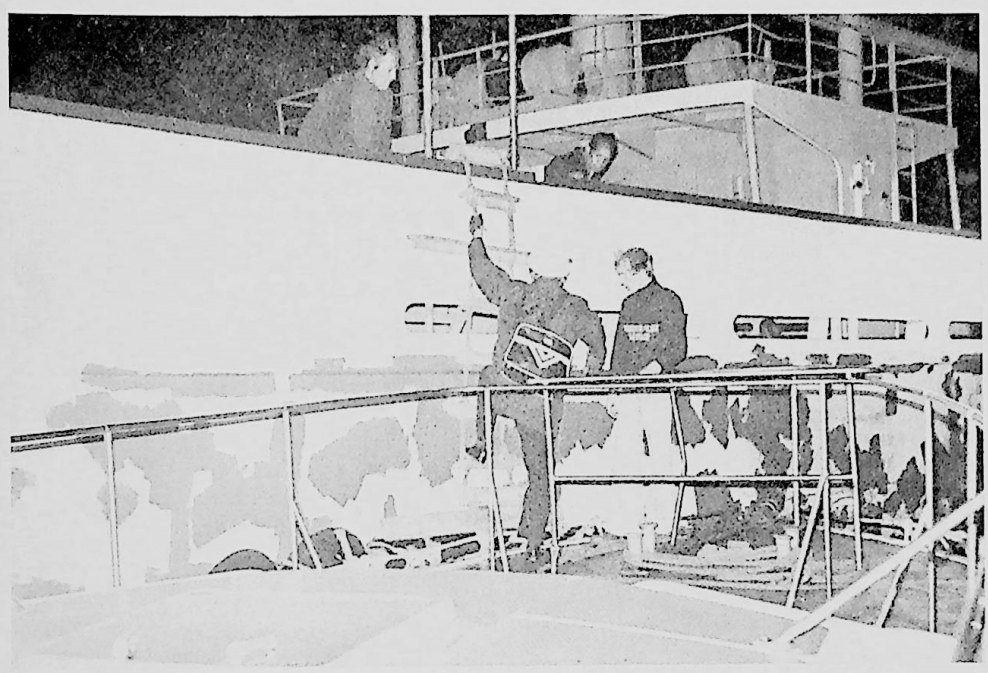


# THE PILOT

The official organ  
of The United  
Kingdom Pilots'  
Association

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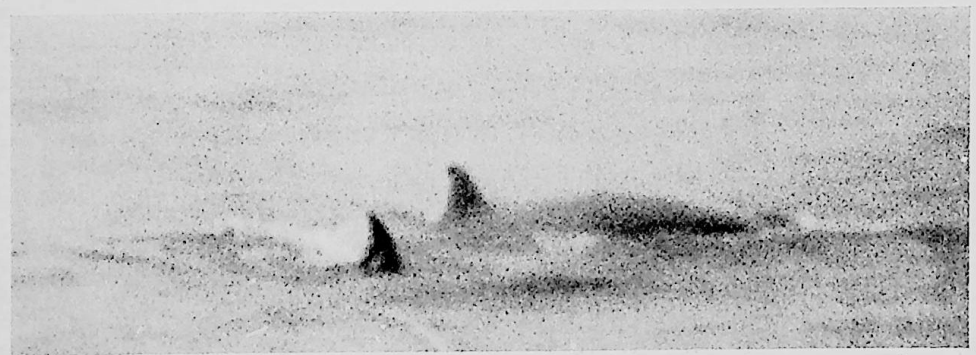


**Pilot going aboard . . . Spurn Head . . . 0130 hrs. See Aspects of the High Speed Pilot Boat, p155.**

Our photographer's infinite patience was rewarded on 11th August by this first sighting of the famous River Tees Monster.

Although the very existence of the Monster has been doubted by others, Teessiders are now triumphant that "Tessie" is demonstrably real and not (as envious outsiders have hinted) merely another spurious ploy for Letch enhancement.

*Editor's note. . . It is appropriate that this picture of PILOT whales in the Tees should appear in this MONSTER journal. (See further impressions page 160.)*



*With grateful acknowledgement to the North Eastern Evening Gazette.*

## UNITED KINGDOM PILOTS' ASSOCIATION

20 Peel Street, London, W8

(01-727 1844)

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

*Executive Committee**Elected:*

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

## Aspects of the HIGH-SPEED PILOT BOAT

Arthur Bowbeer

*This article was first published in March 1968 by "Ship and Boat International" whose permission to reproduce for the benefit of pilots is gratefully acknowledged.*

Arthur Bowbeer recently went to sea with the Humber Pilotage Service, by day and by night, and has talked with Frank Berry about the development and proving of high-speed launches as replacements for the cruising cutter. Arthur's conclusion, which he describes as "inescapable", is that the use of high-speed launches for transferring pilots at sea is "the only economic solution to what can otherwise be a very expensive problem".

Any maritime service which has to be available 24 hours a day, every day of the year, is necessarily expensive. Pilotage is no exception. Not only have the pilots themselves to be on-call for long periods, possibly without a ship requiring their services, but when action is called for, then it must be carried out with minimum delay and maximum reliability and convenience . . . which is an excellent way of describing the Pilotage Service on the River Humber—Britain's busiest pilotage area.

This claim to be the "busiest" may seem surprising, but not when it is realised that, in addition to the great port of Hull, some 20 miles up-river from the Pilot Station at Spurn Head, there are thirteen unregistered ports as well as Grimsby and Immingham in the wider reaches of the estuary, and further inland Goole and the River Trent—all serviced from that same Spurn Pilot Station. The scale of the operation can be better appreciated when one is told that 154 Humber pilots are registered, together with 32 for Goole and 21 for the River Trent—all self-employed.

Pilots and port authorities from all over the world have beaten a path to Frank Berry's door since he sent away the last of the old cruising cutters in August 1975 and the shipping disembarking of pilots was entrusted to a fleet of four Volvo-powered Halmatic high-speed launches, along with a 1967-built 30 ft. Watercraft boat (Scania-engined), which should be given the credit due to a pioneer. This boat is still in service, incidentally.

So, who's Frank Berry? He's Operations Manager for Humber Pilots Steam Cutter Co. Ltd.—an honoured company name in spite of the change to diesels years ago—and is responsible to the British Transport Docks Board for maintaining the Pilotage Service on the Humber.

**Initial scepticism**

The concept of bringing the pilots ashore to a specially built Pilot Station, which includes a new pier and airport-style control tower, was not universally liked—at first—but is now generally accepted as far more convenient, more efficient and (most important these days) cost-effective.

When walking around the engineering workshops, climbing to the operational levels on the 4th floor of "the tower", drinking coffee with waiting pilots in the mess or riding with the cox'ns on the launches, it is difficult to believe that the whole installation, together with four new boats, cost less than £1 million (in 1976). It is reliably estimated that the comparable cost of building a new cruising cutter, to accommodate a crew of (say) 27 at today's standards, is £3-£4 million. Such a specialised vessel might have a finite life of only 20 years; and one would be insufficient—there must be a standby vessel and another crew ashore. So one is led to the inescapable conclusion that the adoption of the high-speed launch is the only economic solution to an otherwise prohibitively expensive problem.

Some 75,000 "services" (putting a pilot



**Captain J W Evenden, the GRP 50-footer, showing ample fendering and inboard handrails layout.**

on or off a ship under-way or at anchor), have been carried out by launches operating from the pier at Spurn Pilot Station since its opening in December 1975. The requirement calls for four boats to be crewed and available at any time, one in fact being stationed in Hull Roads, directly in front of Hull waterfront, where pilots are changed if the vessel is coming from or proceeding to places past Hull. Of the new boats, the 40-footers *Fox* and *Gertrude* were delivered by Halmatic in November '75, the one 50-footer *Captain J. W. Evenden* preceding them by a few months, while the latest, *Mitchell*, joined the fleet only in July '77, since when she has logged close to 2,500 hours. (There are, Frank Berry points out, only 8,760 hours in a year!)

#### Basically Standard

These launches are basically the standard Halmatic "40" and "50", by T.T. Boat Designs, but specially fitted-out after consultation with the Humber pilots, cox'ns, crew members and engineers. Co-operation between builder and customer has been first-class throughout.

We sampled the night service first.

The night was calm and clear, but nevertheless very dark, as the 40-footer *Gertrude*, with *S&BI* aboard, was despatched on a routine job to the coaster *Jan*, approaching the Spurn Light Vessel. The twin 209 bhp Volvo Penta TMD-100As sprang to life at the touch of the buttons. The launch backed away from the pier, turned, and opened-up to 1,800 rev/min—soon settling to a 17-knot cruising speed which proved comfortable, if sitting, and quite tolerable when standing or moving about with sensible use of grab-handles.

*Gertrude's* cox'n found *Jan* without difficulty, identified her with the aid of the 12 in. Francis searchlight, and made the standard Berry-instructed approach . . . down the weather-side, round the stern, and to the ladder on the lee-side. The well-fendered fore-shoulder of the launch is put firmly against the ship's side and, with the crewman standing-by, the Pilot leaves the cabin, goes around the deck on the outboard side, through the pulpit rails and straight up the hanging ladder. The actual

transfer took about 30 seconds, with the launch under perfect control the whole time and only sheering away and opening-up when the pilot was safely over the ship's rail.

#### Safety a Major Factor

Safety is a major factor in the operation of these pilot launches. In the 18-month period since the start-of-service (that 75,000-transfers figure again) there have been but two significant accidents. In one a hoist carried away while lowering a pilot from a VLCC and he fell on to the deck of the launch. It was a hard fall: he suffered multiple fractures, but did not fall overboard as well. The fault was clearly nothing to do with the launch. In another case a pilot fell awkwardly and crushed his ribs while getting off a ship, but wrote from hospital to say that "This accident was in no way attributable to the launch or its crew".

*Gertrude* returned to Spurn Head pier after only 40 minutes at sea, ready for her next duty call, while your correspondent transhipped (trans-launched?) to the 50-footer *Evenden* already under way with four pilots.

"Twelve hours on, twenty-four hours off: I think it's a great job," said one cox'n. He went on, before we could stop him, to answer our unspoken question . . . "They're great boats . . . really can't think of anything better for the job . . . fast, responsive, manoeuvrable, good sea-boats . . . terrific."

*Evenden* put the four pilots on vessels and returned to base at 01.55.

#### Daylight

Later, in daylight, it was possible to observe and experience both the 40-footer and the "50" in wind-against-tide conditions on the seaward side of Spurn Head. "Lively" would be the best description, but at all times giving confidence. There is spray-a-plenty of course: it can hardly be otherwise, but straight-line Wynstrument wipers and warm air ducts inside provide superb clearance.

Opinions vary as to the best speed of a ship during transfer, from about one knot to six knots. "Anything faster," said one pilot "and if you should 'go over', you wouldn't stand a cat's chance in hell." Even at six knots, however, the launches have no problem in holding station.

Fendering is an ever-interesting subject. The men of the Humber Pilotage Service know all about it . . . "Why car tyres?" We asked. "Because they're the only fenders that really work," came the answer. Opinion here is that the "fancy" sort of fender (moulded rubber strakes and the like) soon rips off or requires damage repair, whereas a replacement tyre can be rigged with little delay and the fendering can be locally increased at will.

The usage these boats get is very hard and heavy in spite of skilled and experienced crews and every so often they suffer more than superficial damage, but this is hardly the fault of the grp hulls. There have been cracked transoms and split bulkheads caused by impact with ships during very bad weather, but seldom sufficient to take

#### Night transfer in the rain, off Spurn head.



the launch out of service for more than a day or so.

#### The Ideal Launch?

We asked Frank Berry if he thought they had arrived at the ideal specification for a pilot launch? The answer was unequivocal . . . "The *Mitchell* incorporates thousands of boardings and I feel it represents the ultimate in a 40-foot boat. As a semi-displacement boat, it's very stable and it can be sent to sea at 'the drop of a hat.'" As Frank Berry now spends a lot of time on official committees, aiming at standard specifications for pilot boats, there can be little doubt what his recommendation will be.

"Why Volvo?"; Frank Berry replied: . . . they have the right power/weight combination . . . and robustness and reliability, which are an absolute necessity . . ."

Gearboxes too take a hammering in this type of service, with shortish periods of "maximum continuous power" interspersed with many power changes, stop/start and frequent reversing. Of the Self Changing Gears units fitted in the Halmatic boats, Frank Berry also speaks very highly. "Others were for ever throwing gears or couplings . . . we often had to completely rebuild a gearbox, but these go on, and on."

#### Limitation of Power

Sensible limitation of power is a contributing factor to this fine long-life record of both engines and gearboxes: 1,850 rev/min must not be exceeded by the cox'ns without first calling control. Our own observations showed 1,800 rev/min being used on routine running day and night. (Max. is 2,000.) In *Evenden*, incidentally, we checked the engine-hours meters and found nearly 8,200: that's from July '75, on the same pair of 310 bhp TAMDI20As.

The service keeps a sensible stock of propellers and shafts. In the early days there were some cases of propeller and shaft damage due to inexperience in avoiding major floating debris, but this is now a well recognised hazard. Both shafts and propeller blade thicknesses have in any case been "upped" and damage is now described as "minimal" or "occasional" only.

Some 80 per cent of the station's work, running up to five miles out to sea, can be done by 40-footers. The 50-footer comes into her own for the 15-mile run to the Humber Light Vessel area and her length better fits the local wave-length in a Force 6 . . . the smaller boats being described as "rather dirty", but thoroughly seaworthy for all that.

On detail design, the *Mitchell* is the ultimate example, great care having been taken over the disposition of controls. From his comfortable well-sprung seat the cox'n can see both compass and Decca radar without turning his head, while throttles, wiper controls and radio telephone fall easily to hand. Easy access to the wipers is essential, to cater for rapidly changing spray conditions as one turns from weather to lee side of the "target", there being a tendency for them to run dry as the boat approaches the ladder.

Handrail layout—it looks so simple and obvious now—is the result of much trial and error.

What about the central rail system favoured by some? "Too much space," came the answer. "Too easy for someone to stumble before reaching the rail."

What of the future? "Somewhere along the line," says Berry, "there must be a basic specification for a semi-displacement pilot boat. We think we have enough experience of stability requirements to write it. For the further off-shore work I would like to work on a Mk 2 "50" getting perhaps as much as a ton off the displacement, but at the same time further increasing the structural strength. Such a boat should be capable of 22-23 kts on 1,850 rev/min."

We left Spurn Head with a routine message from control still ringing in our ears . . . "Control to *Mitchell* . . . *Mitchell*, go to Grimsby and take Mr (. . .) home please . . . and look out for Mr (. . .) coming on." There was a near-instantaneous response from the engines at the far end of the pier, then a phosphorescent wake appeared as a well-lighted *Mitchell* headed out across six miles of tumbling black water at 17 knots. The simplicity seemed a confirmation that the high-speed pilot launch has "arrived" and is here to stay.

## UNITY QUESTIONNAIRE RESULTS

In March of this year the Joint Unity Committee of the UKPA and T&GWU Pilots circulated a questionnaire to all members.

The questions asked were:—

1. Do you believe all UK Pilots should be represented by one organisation?
2. Would you agree to any pilot organisation thus formed being affiliated to a Trades Union?

The Committee also requested any constructive comments in this context.

Here follows a summary of the results of the questionnaire.

UKPA—Total Membership	..	1050
T&GWU—Total Membership	..	437
TOTAL	..	1487

#### Questionnaires returned:

UKPA 610 (58% of total membership)  
T&GWU 343 (79% of total membership)

The answers to questions (1) and (2) above have been tabulated together as one is related to the other, *ie* yes/yes; yes/no, *etc.*

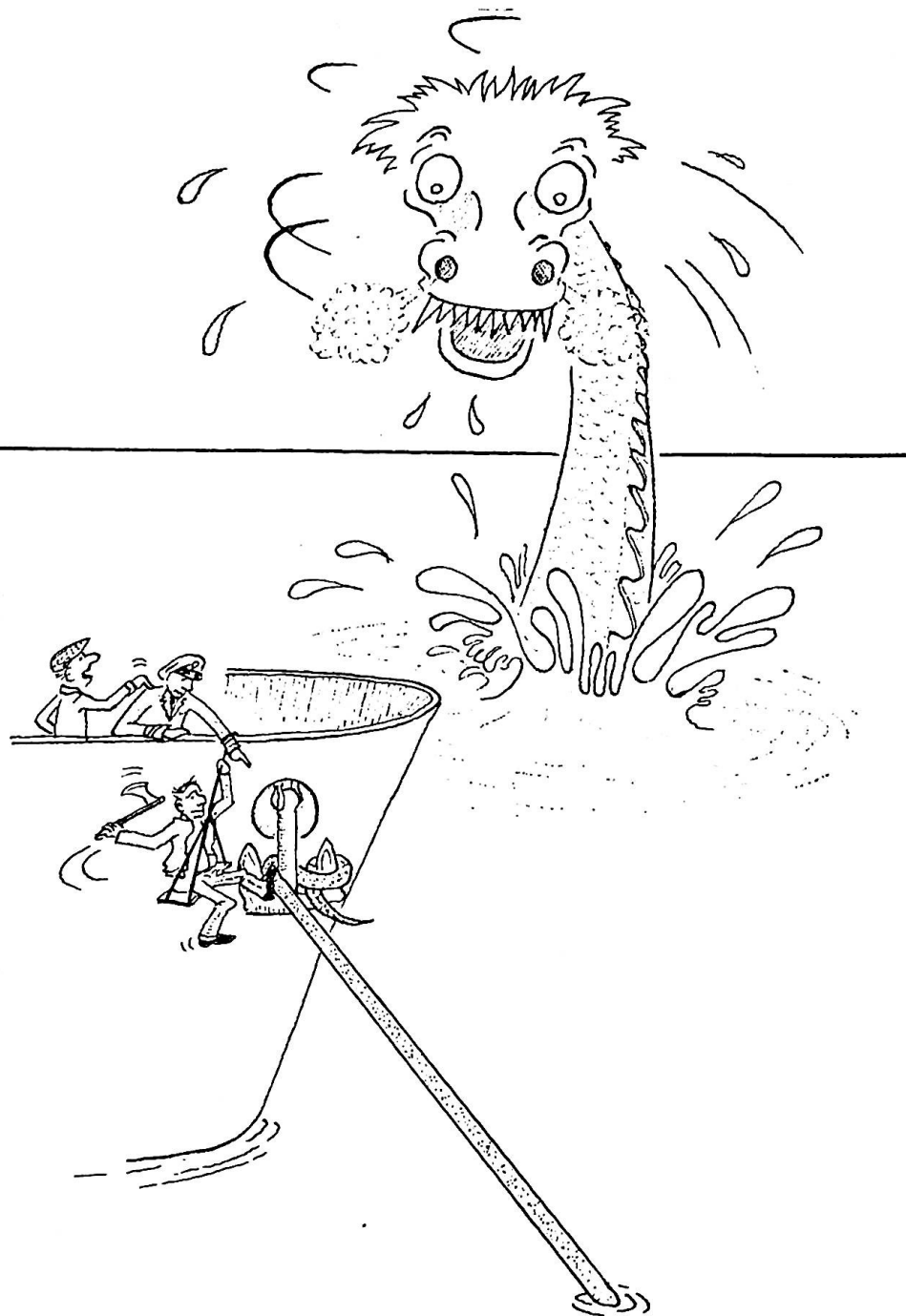
	UKPA	T&GWU
A. Yes/Yes	.. 278	286
B. Yes/No	.. 290	49
C. No/No	.. 31	4
D. No/Yes	.. 4	3
Others ..	.. 7	2

Qualifying comments were received as follows:

A. .. ..	.. 80	66
B. .. ..	.. 86	12
C. .. ..	.. 5	3
D. .. ..	.. —	2

#### 0100 hrs off Spurn Light Vessel . . . four Pilots for transfer.





G.S.

AHH... MR MATE... ABOUT THE ROPE ROUND  
THE ANCHOR .....

The Unity Committee received 254 comments in all. Most were constructive, and all were carefully studied. Comments which were other than just amplifying affirmatives or negatives have been collated as below. In order that a better comparison can be made, comments which have been phrased differently but are similar in content have been paraphrased. A number after each comment signifies the additional similar comments which have been received.

#### A. Yes/Yes

T&GWU comments.

1. An early meeting of all pilots should be called to progress unity.
2. The question of Trades Union Affiliation should not be allowed to affect unity—(14).
3. Affiliation provides more effective negotiating ability—(2).
4. The present executives stand in the way of unity.
5. Affiliation to the MNAOA should be investigated—(3).
6. The name UKPA should be retained in any new organisation.
7. Better facilities should be provided for small ports—(2).
8. European ties should be strengthened.
9. More haste towards unity.
10. Haste should not be a prime factor in unity talks.

UKPA comments.

1. Affiliation should be to a managerial type union—(5).
2. Affiliation to the MNAOA should be investigated—(27).
3. No political levy should be paid.
4. Any new organisation should have a regional executive.
5. Better facilities should be provided for small ports—(4).
6. European ties should be strengthened—(3).
7. The question of affiliation should not be allowed to affect unity.
8. There should be more haste towards unity.

#### B. Yes/No

T&GWU comments.

1. Affiliation would mean supporting other disputes.
2. Closed shop may ensue.
3. Unity should come first, and affiliation be considered afterwards.

UKPA comments.

1. Would consider affiliation to the MNAOA—(21).
2. Affiliation would mean supporting other disputes—(12).
3. Would not pay a political levy.
4. European ties should be strengthened.
5. Unity should come first.

#### Conclusions

The Unity Committee are reluctant to draw any detailed conclusions from these answers at this early stage. A few broad generalisations can be made, however. Firstly it is very evident that there is a widespread desire for one organisation to represent UK pilots. 95% of the questionnaires returned agreed with this aim. In this context it would seem from the comments received that some T&GWU pilots would consider affiliation secondary to unity. Also some UKPA pilots were concerned that affiliation to the MNAOA be investigated. Generally, so far as affiliation is concerned, T&GWU pilots clearly favoured this, whilst the UKPA pilots were more or less evenly divided over the issue. However many UKPA pilots who answered "no" to the second question would consider some connection with the MNAOA.

#### Future Action

Clearly the Unity Committee consider the answers to the questionnaires a confirmation of the mandate given to them by the two annual conferences of the pilots' organisations last year.

The Unity Committee will be considering means of dealing with the obvious misconceptions which many pilots have, particularly with regard to affiliation.

A meeting has been arranged with the MNAOA as part of the information gathering process to which the Unity Committee is committed.

# THE FUTURE OF TRINITY HOUSE IN PILOTAGE

Daniel I McMillan

*The personal viewpoint of a pilot of twenty-three years standing*

Trinity House is the major Pilotage Authority in the country and, according to the Department of Trade Returns for 1976, licensed 681 pilots of the 1,572 pilots in the UK and issued 415 Pilotage Certificates for Masters and Mates of the 950 issued for the UK. With such a record, many people, including pilots, must have wondered at the SCOP Report of 1974, Recommendation 22, which states:

"Whilst Trinity House itself would cease to be a Pilotage Authority for larger ports, we recommend that it should continue to provide a source of independent navigational advice at local and national level which has proved of great value in the past."

The July 1977 issue of *The Pilot* contained a small paragraph on Page 66 headed: "Trinity House petitions Privy Council" and stated that the Corporation of Trinity House is to petition the Privy Council to grant a supplemental Charter enabling it to create an additional category of member to its Boards. These additional members will be called Associate Members of Trinity House."

To many shipowners, seafarers and pilots, the Corporation of Trinity House is looked upon as the acme of efficiency and when the SCOP Report of 1974 suggested the virtual phasing out of Trinity House as the largest Pilotage Authority in the UK, it would be fair to say that there was considerable consternation.

With the prospect of radical reorganisation which can affect their livelihood, earning capacity, conditions of work and, above all, their pensions, some pilots can be forgiven for looking with jaundiced eye at the possible perpetuation of a Corporation which has in the past shown itself to be open to criticism as a self-appointing

autocratic oligarchy. Nevertheless, it is hoped, with this article, to show how some of the fears of pilots are based on factual happenings of recent years. It is rightly said that today's happenings will be history in 20 years and by recording in *The Pilot* true happenings of the past, with the suggested new Pilotage Act in the offing and following the publication of the ACOP Report in July, pilots throughout the country will possibly avoid falling into the traps of earlier days.

When considering the proposed change in the Trinity House Charter to allow Associated Members "to be appointed" the present position of the Board of Trinity House must be clearly understood. The Board of Trinity House consists of ten Elder Brethren, namely the Deputy Master, the Senior Rental Warden, the Junior Rental Warden and seven Elder Brethren. This Board entirely consists of the active Elder Brethren, not to be confused with the other Elder Brethren of the Court who are appointed for prestigious reasons. In this latter category come Prince Charles, Lord Mountbatten, Edward Heath and Harold Wilson, with, of course, Prince Philip as the Master of Trinity House.

All of the active Elder Brethren are Master Mariners and have been in command of deep sea vessels or held the rank of Lieutenant Commander or above in the Royal Navy. Naturally, many will remark that this shows that Trinity House have all the expertise and knowledge by having such a Board and should be, therefore, the premier Pilotage Authority if not the Central Pilotage Board.

It is when one views the method by which the Board are appointed that the first doubts about its "democracy" begin to show. Before one can become an active

## The PILOT

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20 Peel Street, London, W.8

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*Titles and authors are shown in bold type, names of vessels in italic.*

*Pictures are indicated by the letter P.*

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Elder Brother it is necessary to become a Younger Brother; and to become a Younger Brother the person must, firstly, hold a Master's FG Certificate and have been in command for one year or have been a Lieut Cmdr or above in the Royal Navy; secondly, be proposed, seconded and accepted by the other Younger Brethren; and, thirdly, pay £100 for the privilege.

On becoming a Younger Brother the aim is to be an active Elder Brother; no training is needed, only sufficient votes from the ten Elder Brethren for election. The Deputy Master is elected only by the Elder Brethren so the whole progression from Younger Brother to Deputy Master depends on a form of patronage—not necessarily the best of methods for obtaining dynamic, outspoken directors. From this brief explanation it can be seen that such a system does not guarantee an expert in pilotage, but is run on the lines of a very select club.

Once a person is selected as an Elder Brother he is automatically put on either the Lights Committee or the Pilotage Committee. The Pilotage Committee deals with all of the outports and the Elder Brethren members sit on the London Pilotage Committee. Any experience is gained from the time they sit on those Committees. As there have been no pilots serving as Elder Brethren in the last two centuries, it cannot

be said to be practical pilotage experience.

Despite many approaches by pilots, no pilot was permitted to become a Younger Brother of Trinity House until March 1975, well after the publication of the SCOP Report in July 1974. A copy of the letter sent to all TH Pilots is shown below:

TRINITY HOUSE,  
TOWER HILL,  
LONDON, EC3N 4DH  
7th March, 1975.

Our Ref.: S(YB)

Dear Sir,

The Board of Trinity House wish it to be known that there is a small number of vacancies available for Younger Brethren and they will welcome applications from serving Trinity House Pilots who may be interested in joining the Brotherhood.

There is a limit to the total number of Younger Brethren and, as the Elder Brethren are selected from the ranks of the Younger Brethren, care has to be taken to maintain sufficient candidates of the right age amongst the Younger Brethren. Thus there is a ceiling on the number of vacancies which can be filled at one time.

No duties devolve upon Younger Brethren but membership provides oppor-

#### List of Elder Brethren

	<i>Previous Position</i>	<i>Appointed E.B.</i>
Capt M B Wingate, Deputy Master .. .. (from April 1976)	Master Royal Mail ..	October 1968
Capt D A G Dickens, Snr Rental Warden ..	Master NZS Co ..	April 1962
Capt J E Bury, Jnr Rental Warden .. ..	Master NZS Co. ..	April 1963
Capt J A N Bezant, DSC, RD, RNR (Ret) ..	Master CPR Co ..	March 1966
Capt D J Cloke .. .. .	Master Port Line ..	July 1967
Capt I R C Saunders .. .. .	Master Shaw Savill ..	January 1973
Capt P F Mason .. .. .	Master British Tanker Co .. .. .	July 1973
Capt T Woodfield .. .. .	Master Survey Vessel <i>Bransfield</i> .. ..	July 1974
Capt D T Smith .. .. .	Royal Navy .. ..	August 1975
One Vacancy		



tunities for exchanges of views on a wide range of interests in the marine world. Younger Brethren are also invited to attend the Annual Court to vote on the election of the Master and the Wardens and to attend the Younger Brethren's dinner which is traditionally held on the evening of the day following the Annual Court. A fee of £100 is payable on the day of admission. No annual fees or charges arise thereafter.

Normally prospective Younger Brethren are required to have held command of a Foreign-going Merchant Ship for at least twelve months or to have reached the rank of Lieut. Commander in the Royal Navy and held command of one of H.M. Ships for the same period. The Board appreciate however that officers who have become Trinity House Pilots may not have held command and whereas they intend to give priority to applicants who have they will consider applications from others.

The Board would be delighted to have some serving Pilots in the Brotherhood and if Pilots who are interested will let me have details of age and qualifications I will arrange for their applications to be considered.

Yours faithfully,

D. I. McMillan Esq.,  
61 Pine Avenue,  
Gravesend, Kent.

Secretary.

Even if a pilot were made an Elder Brother after one year he would be just another "expert" who had swallowed the anchor and, whilst his own personal and social standing would be great, his prime interest would be in the Corporation that he had joined and not the overall good of the pilotage profession. How much better would it be to elect pilots, by popular vote of their colleagues, whilst still remaining and working as pilots, to positions dealing with pilotage—the Germans and the French seem to do it so much more easily than we do.

The present position, following the publication of the ACOP Report, is that with government legislation and a new Pilotage Act would come very radical changes, but Trinity House would remain the Pilotage

Authority for those areas where the majority of pilots had voted to say that they remain. This is not an irrevocable decision as any intended legislation would provide for change in the future should the majority of pilots wish to change.

This clearly is very different from the 1913 Pilotage Act and does mean that Trinity House must show that it has mended its ways permanently; hence the suggestion by Trinity House of Associate Members and a change in their Charter. If Trinity House are genuinely trying for change, how great the change will be and how much shipowners and pilots will be involved will depend entirely on the pressures brought to bear. Unless the Trinity House organisation is changed to a representative one, with proper elections and relevant numbers of pilots and shipowners (with not too many port officials), then it will be only a short time before pilots find the old order changeth not.

Pilots must remember that the future proposals of Trinity House envisage a TRINITY HOUSE PILOTAGE BOARD with the following purpose in its terms of reference:

"The Board will be entrusted with the functions of:—

- (a) deciding policy on matters relating to the management and administration of the Trinity House Pilotage Services; and
- (b) implementing such policy.

To ensure the provision of efficient pilotage services in discharge of the Corporation's functions as a pilotage authority."

Furthermore the "Terms of Reference" may be amended by the Corporation after full discussion with the Board. The Board will consist of:—

- The Deputy Master of Trinity House (Chairman)
- 3 Elder Brethren of Trinity House
- 3 Representatives of Shipowners
- 5 Serving Trinity House Pilots (reducing to 4 after 3 years)
- 3 Representatives of Ports served by Trinity House Pilots.

The serving Pilots chosen will be two from London; one from Southampton; and two from the Outports. After the first three years the two from London will be reduced to one. What pilots must consider is, where does the autonomy of Local Pilotage Authorities fit into this scheme or is it a "takeover bid" for some form of Central Pilotage Authority?

This scheme has been produced by the Trinity House Advisory Board which was self selecting and onto which the pilots had no direct election. Two pilots were "chosen" from London out of the four elected onto the London Pilotage Committee. It is maybe fortuitous, for Trinity House if not for the Pilots, that the two "selected" were Younger Brethren of Trinity House. Nevertheless, the London Pilots as a body had no direct election, nor did the Outports. After the death of Neville Chambers of Preston, an election was arranged amongst the Outports for the vacancy. Pilots must really ask, have all these steps been taken for the good of Pilotage or were they made to perpetuate as much of the old autocracy as possible and to keep the nine present Elder Brethren in a position of power?

The present Trinity House Advisory Board has already held over 14 meetings and its minutes clearly show that it is continually making proposals that are contrary to agreed UKPA policy, particularly on such important factors as Pilotage Certificates for Masters and Mates, payment by Certificate Holders, Disciplinary Procedures and many others. Can one really believe that a new Executive Board will be any different?

Before an Executive Board can be set up, the Trinity House Charter must be changed and one would presume with all the fight that is taking place to keep Trinity House involved in pilotage that this would be the major part of the intent behind an amended Charter, yet in the answer to the Privy Council, dated November 1977, Trinity House Solicitors have stated:—

"The letters of objection . . . are confined to one area of Trinity House's activities,

namely pilotage, and refer in that context to an issue which has much wider political implications, and which Trinity House believes to be of limited relevance to the particular constitutional change which it seeks."

If that is the case why all the fuss?

The main basis of SCOP and ACOP has been the forming of proper autonomous Pilotage Authorities, running Pilotage Districts or amalgams of Pilotage Districts. These Pilotage Authorities would have as an appeal forum the Pilotage Commissioners and, to show their good intent, Trinity House must endorse and not oppose that part of any legislation which proposes the setting up of the Pilotage Commissioners. Promises of change, Associate Members, Amendments to Charter, will be of no avail if the goodwill is not present.

I have in the past been, probably, the most outspoken in criticising Trinity House on those of its shortcomings—such as, the selected pilotage system; the absence of pilots in the vetting of candidates for pilotage; the lack (in spite of SCOP) of revoking the London Pilotage Amendment Orders of 1937, 1948 and 1953; the method of running the London Pilotage Committee, on which pilots and shipowners had in the past only been permitted to attend month and month about; the un-businesslike waiting for hours at Annual Renewals; the attitude towards pilotage of many Brethren in public, which undermines the Trinity House claim to be "independents".

Be that as it may, with new legislation and a new Royal Charter in the offing, this is a time to look to the future. No one can expect a pilotage authority to achieve a state of perfection in which it pleases everyone. The opportunity has surely arrived when Trinity House can change with the times; can modify its hitherto outdated approach to pilotage; can acknowledge the need for active pilots to be represented on the Board; can seek, not ignore, the professional opinion of pilots on matters of pilotage. In my view, it is by this means alone that the deep respect for Trinity House in matters of pilotage can be retained and fostered.

**Memorandum Submitted by the UKPA to  
THE EXPENDITURE COMMITTEE (TRADE AND INDUSTRY  
SUB-COMMITTEE)**

inquiring into

**MEASURES TO PREVENT COLLISIONS AND STRANDINGS  
OF NOXIOUS CARGO CARRIERS IN WATERS AROUND THE  
UNITED KINGDOM**

This memorandum is additional to the one that has been referred to in our letter of 28th April, 1978 (copy of which was published in *The Pilot* October 1971).

It would seem that all that is possible to say at present has been said in Parliament, in the Press, in representations to the Government, that routeing is necessary and should be mandatory; that compulsory pilotage is the best way of policing the channels and the routes; that sanctions should be imposed on those who do not comply; that steps should be taken to reach local European agreement through IMCO.

The point which needs emphasising, however, is that more weight should be given to what can be achieved in the short term to improve navigational standards of the vessels trading in the waters of the UK without recourse to international agreement. It is suggested that in the short term optimum use should be made of:

- (a) existing facilities, such as communications and coastguard network;
- (b) extension and improved organisation of coastal pilotage;
- (c) more stringent application of compulsory pilotage in ports and estuaries;
- (d) co-operation and co-ordination of the above to promote higher safety standards.

Long term measures, which will require international agreement, include:

- (a) internationally agreed qualifications, standards, experience and manning levels for all ships in all categories;
- (b) standards of measurement, construction, equipment, instrumentation and

maintenance for all categories of ships;

- (c) routeings, traffic separation procedures, communication procedures;
- (d) restrictions imposed on certain category vessels to pre-determined routes and communication procedures.

**SHORT TERM MEASURES**

**1. Communications and Coastguard Network**

A comprehensive network of Coastguard stations with principal ones manned continuously and equipped with VHF communication systems surrounds the British Isles. Consideration should be given to the division into appropriate zones of the sea lanes around the United Kingdom coincident where applicable to the shipping weather forecast areas, which are familiar to all mariners. A system should then be introduced whereby the appropriate coastguard station is informed of all vessels carrying noxious cargoes navigating or intending to navigate in his designated area. This can be initiated by requesting that local pilots on all outward bound vessels carrying noxious cargoes notify their local coastguard station of the vessel's cargo, destination, intended route, speed and ETA. For vessels commencing ocean/deep sea passages, their expected clearance of the relevant zone would be significant. The information from the network of coastguard stations could be compiled and broadcast at pre-determined times in the form of navigation warnings for the appropriate zones. An obligation upon mariners to acquaint themselves with this navigational information would inculcate an awareness of the presence of vessels

carrying noxious cargoes and would initiate intership communication which would significantly reduce the incidence of collision. Moreover, the vessels should be urged to report their position and time of entry into adjoining zones/areas. Thus an awareness on board of ships of this surveillance would in itself promote higher navigational standards, and with the computerised co-ordination of this information a breakdown of a vessel, its delay or its failure to report would give requisite advance awareness of non-conformity and/or potential casualty, facilitating the initiation of the appropriate remedial action.

**2. Responsibility**

Control of shipping can only be effected by having properly trained Masters and Officers on the bridge of the vessel, or a fully trained and properly certificated pilot in close contact with shore-based information centres. Absolute control from on shore, similar to the airport control system, is a fallacious and dangerous argument. The direction of a vessel can only be carried out efficiently and speedily on the bridge of that vessel where the position can be judged in relationship to other vessels in the vicinity.

**POINTS FOR CONSIDERATION**

- (i) All smaller chemical carriers, oil and petroleum tankers should have Masters and Officers experienced in the areas concerned. The Company should certify the experience of the Officers and be required to pay large indemnification if it is proved that the crews are insufficiently trained. If not manned correctly, then pilots should be employed.
- (ii) All vessels to report in and to be tabulated and to give details of crew and cargo. This to apply in the Channel and within an accepted area of the British East Coast.
- (iii) Close liaison to be maintained with the French Government and the French pilot service.
- (iv) Masters/Chief Officers of VLCCs are unlikely to make more than two transits each way in the Channel in any twelve month period for the following reasons:

- (a) service afloat/leave ratio is now—at the most—two days on to one day off, and in some cases is one day on to one day off;
- (b) most VLCCs are on slow steaming which means that a round voyage from Europe to the Arabian Gulf can take more than 120 days;
- (c) in many ways the above assessment in relation to the number of transits completed in any twelve month period is optimistic because, in practice, VLCCs frequently trade to other parts, e.g. Milford Haven, Clyde, Americas, Japan, etc.
- (v) Pilots are an elitist marine navigational group especially in relation to the areas/districts in which they operate.
- (vi) Pilots are independent of any commercial relationship such as that which exists between the master and shipowner which can, in matters of safety as envisaged in the Channel, result in a serious conflict of interest for the master.
- (vii) When handling vessels, especially large ones, the pilot's contribution is total both in relation to local conditions and ship handling characteristics. Ship handling characteristics are roughly the same for similar categories of vessels depending upon various factors which are familiar to pilots. A master is probably aware that there is a difference in handling characteristics in confined and shallow water, but he has no experience on which to convert this awareness into practice.
- (viii) Once the decision has been taken of the need to develop and implement a ship movement report system, it is difficult to understand the philosophy that it should be on a voluntary basis. The well-managed and well found ship will, of course, comply even—or especially—in the event of equipment malfunction. However, in arriving at the decision to develop such a system the existence of sub-standard ships, both on a manning and equipment criteria, must be a

## Coastlines

### Kenneth Gadd

Shortly after we go to press, a retirement party will be held in Southampton for a pilot whose personal record is no less distinguished than that of his family connection with pilotage. When he retired at 65 in June, *Peterborough* of the "Daily Telegraph" wrote on July 5th:

*FOR MORE than a century one family has provided many of the pilots that safely guide the great liners into Southampton. But last week that tradition came to an end when Cdre Kenneth Gadd, the Choice Pilot for the Cunard line, retired.*

*Cdre Gadd's grandfather, Capt. William Gadd, became a pilot in 1872 and his sons followed him into the profession. Both Cdre Gadd and his father piloted the Queen Mary and the Queen Elizabeth and together the family's service at the port spans more than 100 years.*

*"I feel very sad that the family tradition has come to an end after all this time," Cdre Gadd,*

*(Continued from previous page)*

large influencing factor. It is suggested that these are the very ships that will not comply with a voluntary scheme and, therefore, a voluntary scheme will to a large extent, be self-defeating. It should be mandatory.

It appears, however, that a decision has already been taken that such a scheme should be a voluntary one, but it should still be made mandatory for ships carrying noxious cargoes in bulk with defined equipment malfunction or which are, for some reason, hampered in their ability to manoeuvre.

### 3. Coastal Pilotage

The great proportion of vessels in coastal waters are well-found and well-manned ships, perfectly capable of navigating in confined water situations such as the English Channel, but pilotage should be available instantly for those requiring it and should not be wildly expensive.

The idea of pilotage being a substitution of one navigator for another is a good one. The Pilot navigator is solely occupied in expert navigation and does not have the

*who only a week ago was piloting the Queen Elizabeth II out to sea, told me yesterday, "but I have two daughters and no one else in the family looks like taking it up."*

He joined the pilotage service in December 1946, shortly after the formal issue of his Master's Certificate. As local UKPA Hon Secretary of the Inward Service, 1950-55, and Chairman of the Southampton & IOW Pilotage Service, 1975-77, he was well known as active in pilotage matters. However, his most "active service" was with the Royal Naval Reserve which he joined as a Midshipman in 1930, a year after going to sea as an apprentice to the Port Line. He was mobilised throughout the war for mine-sweeper duties, awarded a DSC for services at Dunkirk and, from 1940-45, served in Command of Fleet Minesweepers (three times Mentioned in Despatches). When

cares of allotments, pay-offs, cargo temperatures and Marine Superintendent's visit to allow for.

### POINTS FOR CONSIDERATION

- (i) It has been stated that any proposal to make use of deep sea pilots compulsory in certain circumstances for, say, VLCCs would interfere with the freedom of movement of shipping in international waters. It could be argued that the direction of ships into lanes is also an interference with the freedom of movement of shipping in international waters.
- (ii) Traffic separation schemes could induce a false sense of security.
- (iii) It must be stressed that international regulations for the prevention of collisions at sea form the principal basis on which to initiate improved safety standards. Investigations will doubtless confirm that there is a correlation between the incidence of serious casualties and the failure to enforce the collision regulations, particularly the speed of vessels in reduced visibility.

after 38 years he retired from the Reserve in 1968, where he was a Commodore, he was made a Commander of the Most Excellent Order of the British Empire.

The family connection with pilotage in Southampton is impressive:

Father: Capt A E Gadd, OBE,  
Pilot in Southampton from 1909 to 1946,  
Choice Pilot for Cunard White Star Line.

Uncle: Capt F W Gadd,  
Pilot in Southampton from 1910 to 1946,

Choice Pilot for Hamburg America Line.

Grandfather: Capt W A Gadd,  
Pilot in Southampton from 1872 to 1902.

Readers will want to join in wishing him well and happy in retirement—a third phase of activity.

### Heysham, New Office

The picture shows a happy day for Barrow and Heysham Pilots when they





left a "mobile home" for their new Pilot Office, a converted canteen on the north side of the harbour.

Captain Myles Wingate, Deputy Master, Trinity House, performed the opening ceremony; Captain Peter Mason, Chairman of the Pilotage Committee was also present together with the Sub-Commissioners and about thirty guests. Good luck aboard!

### Timesaver

When bad weather in the North Atlantic delayed the *QE2* recently she minimised the delay by entering the Solent via the Needles Channel but created a problem for John Henderson, the Pilot. The wind and sea conditions were impossible for a rendezvous off the Needles by the Yarmouth pilot launch, and the Cunard Company were unwilling to accept the delay which would result if the *QE2* went to the Nab to take a pilot on board.

The Royal Navy's search and rescue helicopter service based on *HMS Daedalus*, Lee-on-Solent, were able to respond to Cunard's request for assistance. John was

winched into a helicopter from the beach at Bembridge, close to his home, and eventually lowered to the after-deck of the liner in a gusting south-westerly of 30 knots. After the successful timesaver, Mr Henderson was heard to say that he would have no hesitation in repeating such a boarding.

### Biggest GRP Cutter

Our photograph shows Trinity House's largest GRP pilot cutter undergoing trials prior to delivery to Falmouth Pilots, who have named it after their Mr L K Mitchell. Trinity House wanted a 17m cutter for the Falmouth Pilotage District because it will be more capable of operating in storm conditions and cruising on station than a cutter of standard size.

The vessel's 17m (56 ft) Nelson 56 hull was moulded by Tylers of Tonbridge and fitted-out by Alexander Robertson and Sons of Sandbank, Argyll, who also built the GRP superstructure. This is the third GRP cutter to be built by Tylers and Robertsons. The others are Clyde Pilots' *Gantock*, a Nelson 60; and Tees Pilots' *High Force*, a Poseidon 52.

## Controllable Pitch Propellers and Open Seas Pilot Transfers

Notes by Mr R E Sanders

May I, on behalf of the Pilots and Pilotage Vessel Service Personnel serving the Northern Approaches to the Thames Estuary, offer the following observations upon open seas pilot transfer operations.

Whilst correct techniques for transfer operations should always maintain the service craft in full view of the bridges of vessels receiving service, it is quite inevitable that, when two or more vessels require service in succession, approach manoeuvres must be improvised so that even with the best conducted services, employing the best trained personnel, there must be occasions when Pilot Launches or Motor Boarding Boats are constrained to approach Pilot Ladders from a well-afterly aspect.

This circumstances always entails additional hazard for pilots, launch and boat crews and, of course, the craft themselves because:—

- (i) Craft approaching from astern are out of sight of the bridge so that they can be in trouble without this being immediately apparent to the Master and other bridge personnel.
- (ii) Craft approaching from astern operate at less than proper efficiency because of wash, wake and aerated water effect from the vessel served.
- (iii) Modern ships are commonly of "all aft" or "all forward" construction so that Pilot Ladders are usually expediently suspended over areas of forward and after flair to complicate and delay the actual processes of transfer.
- (iv) Modern ships in ballast drive to leeward at up to four knots, depending upon wind strength and their respective areas of windage, to further complicate the arrival and departure of Pilotage Service Craft alongside.
- (v) Modern ships expose up to one half of their propeller diameters when in ballast. Propellers, when stationary, offer hazard enough to small craft in a difficult environment for manoeuvre. When they are revolving, then hazard

is clearly exacerbated. Controllable Pitch propellers are always revolving, ergo vessels fitted with such appliances present additional hazard to pilot transfer operations.

The hazards accompanying pilot transfer could be substantially reduced by action as described hereafter:—

- (i) Shipmasters receiving pilotage service should be obliged by law to set up and maintain a full and uninterrupted VHFRT liaison with attendant Pilotage Service Craft from the commencement of service until the serving craft are finally clear.
- (ii) Shipmasters receiving service should be obliged to liaise with the Coxswains of attendant craft regarding courses to be steered.
- (iii) Shipmasters of vessels taking service in succession at Pilot Stations should be directed not to compete with one another for priority and should not crowd too closely upon one another so as to allow Pilotage Service Craft Coxswains searoom and time to make a seamanlike approach to each ship in succession.
- (iv) Shipmasters of vessels receiving service should be obliged to rig Pilot Ladders with a responsible regard for the forward and after flair characteristics of their vessels.

In conclusion it must be remarked that the general standard of ship manoeuvring by vessels approaching open seas Pilot Stations is indifferent regardless of flag. It is submitted that this largely stems, at least in the case of British Ships, from the consideration that pilot embarkation and disembarkation manoeuvres rarely, if ever, find a place in the design of the Examinations for Nautical Competencies at the various grades and are therefore not included into the respective practical seamanship curricula of the Nautical Colleges.

R E Sanders,

Superintendent of Pilots,  
Trinity House Pilot Station, Harwich.

## 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	...	"Abrigo" 20 Furzeham Park, Brixham, Devon
Clyde	...	...	W. Brown	...	9 Victoria Road, Gourock, 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
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
Goole	...	...	R. Shaw	...	54 Mill Beck Lane, Cottingham, North Humberside
Grangemouth	...	...	W. C. Gardner	...	6 Parkhead Road, Linlithgow, West Lothian
Hartlepool	...	...	B. G. Spaldin	...	24 Kesteven Road, Fens Estate, West Hartlepool
Hull	...	...	R. Vincent	...	40 Burniston Road, Hull HU5 4JY, North Humberside
Inverness	...	...	H. Patience	...	"Altmory" 2 Glenburn Drive, Inverness IV2 2ND
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	...	...	R. L. Mann	...	7 Springfield Road, Cliftonville, 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, Dyfed
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	...	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd LL19 9PE
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	...	...	D. T. Parker	...	"Stonehenge", The Green, Low Worsall, Yarm, Cleveland TS15 9PJ
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.